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### A REVIEW OF THE PIECE GOODS MARKET.

The Chinese Government Bureau of Economic Information has sent out the following:—

The most important factor in the business situation in China today is the abnormal drop in exchange after an abnormal rise during the war. Because of the advantageous exchange during the war and immediately after the armistice, China purchased large stocks of piece goods, and metal, as well as machinery. China's infant industries got their first teeth during this period. However, last summer exchange began to drop and by Chinese New Year it had reached the pre-war figure. But the prices of commodities have not come down proportionally with the drop in the exchange. The result is that goods which were purchased before the drop, but which have been coming to China from England and America during the past six months are no longer of a price suitable for this market. The Chinese merchants also find that exchange has been reducing their capital and that they are unable to take up their orders.

This situation has made itself felt most strongly in the piece goods field. For the ultimate consumer is reached more closely by the price of piece goods than by almost any other imported article. As the price of silver dropped the cost of piece goods went up until the merchants, who could not sell their wares, found themselves overstocked and money scarce and were unable to take up their contracts.

At this time also, the famine was affecting the purchasing capacity of five provinces. And the inability of the people of those provinces to purchase goods of any sort affected the purchasing power of all the other provinces. Added to these difficulties were the internal troubles of the land which although they do not have a tremendous influence upon commerce, cannot be altogether ignored. Commerce was interfered with to a large extent by political conditions in Kwangtung, Szechuan and Hunan, to which provinces it was difficult to ship goods from the great commercial centres of Shanghai, Hankow and Canton. The effect was that these markets became stagnant and piece goods being the most sensitive commodity, was the first to become immobile and the piece goods merchants were the first to request cancellations of contracts.

The younger foreign merchants, without much experience in the local market, insisted upon the Chinese taking up their obligations. When Chinese merchants pointed to the fact that during the war they had waited months, in some cases more than a year, for their goods, they were told that during the war they had made enormous profits on exchange transactions. These merchants, forced about two hundred piece goods dealers out of the market, immediately and lost for themselves potential customers. Incidentally, they often lost what they had put into the goods because the merchants disappeared and the goods also. However, these cases are comparatively rare and only occur among fly-by-night dealers with whom the larger and older firms would have no commerce.

The older foreign firms, and the various chambers of commerce took steps to bring about an amicable solution of the problem. Wherever it was possible to cancel a contract, this was done. If the factory had not yet shipped the goods there was always a way to bring about a cancellation in Europe or America. Most firms publicly insisted that cancellations were impossible, but ways were found to accommodate old and reliable customers. The result was that generally speaking the situation began to improve in March although not to an extent to warrant optimism as to the immediate future. Very few of the established houses figured in the Mixed Court in efforts to force dealers to stick to their contracts. However, last year there were about 1,000 piece goods dealers in Shanghai. Now there are about 800 and it is expected that some 200 more will disappear before the situation improves. Many of the dealers who have gone out of business were some of the small men who, it might have been expected, would fall before first onslaught of hard times. But among the missing may also be found dealers of reputation who have spread themselves out too thinly and had failed to provide against the day when exchange would drop.

The prospects of improvement of the piece goods market depend largely upon factors outside of China. Should business conditions improve throughout the world, piece goods will improve in China. For should China's raw materials be moved out of her markets, the purchasing power of the people will be augmented and they will be able to buy piece goods. The opening of trade with Russia is likely to prove of value to China's trade and stimulate commerce here. A good crop in the famine districts will produce a higher consumption of goods there. But since none of these conditions can materialize before the Autumn season, little improvement is to be expected before then.

The size of the piece goods business of China can be indicated by the following tables showing the imports of these commodities since 1913:

| COTTON GOODS.                |                 |
|------------------------------|-----------------|
| 1913                         | HK\$182,419,923 |
| 1914                         | 178,258,045     |
| 1915                         | 149,700,513     |
| 1916                         | 136,079,386     |
| 1917                         | 158,950,367     |
| 1918                         | 151,380,622     |
| 1919                         | 209,786,337     |
| WOOLLEN AND COTTON MIXTURES. |                 |
| 1913                         | HK\$3,461,626   |
| 1914                         | 3,503,676       |
| 1915                         | 450,866         |
| 1916                         | 723,080         |
| 1917                         | 2,401,029       |
| 1918                         | 2,314,622       |
| 1919                         | 3,191,671       |

(Continued at foot of next column.)

### ASIATICS IN SOUTH AFRICA. A DEPUTATION WAITS ON GENERAL SMUTS.

A Pretoria cablegram, dated March 29th, says:—A number of resolutions passed at Pietermaritzburg by the European Congress, held under the auspices of the South African League, were presented at Cape Town to General Smuts and the Minister of the Interior (Mr. Patrick Duncan) by six Natal members of Parliament, and were freely discussed. These resolutions, which were passed by a large and influential gathering, representative of the mining, farming, and industrial communities of the province, were as follows:—

This Congress resolves to resist to the utmost the demand of the Asiatics in South Africa for full civic rights, and to request that the disqualification embodied in the Natal Act No. 9 of 1893 (Natal) against the exercise of the franchise by Asiatics in the European electorate shall be so amended as not to be affected by a possible grant of elective representative institutions to Indians.

This Congress urges upon Government the necessity for immediate legislation prohibiting the purchase of land and house property by Asiatics, except in specified areas, also that Asiatics be not allowed to lease land, except in certain areas.

This Congress is of opinion that the further issue of new trading licences or transfer of licences should be prohibited by law.

This Congress is of opinion that the existing Asiatic trading licences should be expropriated as soon as practicable on such terms as Parliament may consider just and fair.

That Government be requested to prevent absolutely any further immigration of Asiatics into the Union.

This Congress is of opinion that the security of European standard of life, as well as the interests of the Asiatic community itself, can best be safeguarded by an equitable system of segregation.

To check the serious encroachment of Asiatics in skilled trades, commerce, industries and every sphere of employment suitable for Europeans in South Africa, it is essential to have legislation enforcing white standards of payment and working conditions, irrespective of race or colour, and thus cut at the roots of the chief factor in the unfair methods of competition.

Government should further facilitate the repatriation of Asiatics by developing and adding to the existing arrangements, but so as not unduly to disturb the supply of unskilled labour.

The Congress is in favour of a Government repatriation scheme in all the rural districts. Licensing applications shall be made direct to the local licensing boards to be appointed by the district concerned.

Welfare secured the effective administration of the Public Health Act, and legislation controlling the situation and construction of all buildings used for residential or business purposes in both urban and rural districts, especially in the suburbs within a five mile radius of any town.

Where Asiatic and other persons of non-European descent frequently seek to disguise their true nationality and origin by adopting European names or misleading trade titles, this Congress requests Government to take action to stop this very objectionable practice.

The compulsory annual registration of all adult Asiatics in the Union of South Africa is desirable, with a view to detecting those who have evaded the immigration laws and regulations, which prohibit inter-provincial migration.

General Smuts promised the deputation that the resolutions would receive the careful consideration of Government.

**A GERMAN "STOWAWAY."**  
NOT ALLOWED TO LAND IN JAPAN.

A German "stowaway," Alfred Groniger by name, who arrived at Yokohama on the China recently, was not allowed by the Japanese police to disembark, and was obliged to continue his journey on the ship to China ports.

It appears that before the s.s. Nanking sailed from Yokohama for San Francisco on the 8th instant, the German secretly embarked, hoping to proceed to South Africa; but soon after the vessel got to sea he was discovered.

The Captain had him transferred to the China, the Pacific. Captain Wiso, of the China, asked the Japanese police to dispose of the stowaway, but they replied that they did not want him.

It appears the man came to Japan a few months ago from South America on the s.s. Silver, and since that time has been in Yokohama.

(Continued at foot of next column.)

### CARGO BROACHING.

BRITISH SEAMEN SENT TO PRISON.

CASES ON THE "PYRRHUS" AND "ANTIOCHUS."

A charge of embezzling ship's cargo was brought against five British members of the crew of the s.s. Pyrrhus at the Magistrate's court, yesterday morning, before Mr. G. N. Orme.

James Marshall, 24, jump trimmer, Walter Day, 19, ordinary seaman, Thomas Carron, 28, able seaman, Joseph Macdonald, 28, able seaman, and William Macdonald, 28, able seaman, were charged with embezzling, on the high seas, four rolls of cotton shirting, six rolls of white duck, 21 pieces of satin lining, six rolls of grey suiting, six rolls of plush, thirty-four bars of soap and a tin of peaches, part of the cargo of their ship.

Defendants said they pleaded guilty to the theft of what was found in their cabins.

Mr. G. N. Orme prosecuted on behalf of Messrs. Butterfield & Swire. He said it was impossible to prove what defendants had stolen individually. In consequence of the discovery that cargo had been stolen, the Chief Officer of the Pyrrhus searched defendants' cabins on April 11th, and recovered the articles mentioned in the charge. Mr. Orme said there was evidence of previous thefts on the ship. One case of grey shirting, valued at £150, was shortlanded in Hongkong; as also a case of plush which was entirely empty. The articles mentioned in the charge were valued at £130.

The Magistrate remarked that it was an unusual case.

Mr. Orme said that enormous loss had been sustained by shipping companies from cargo pilfering, which, as a rule, was very hard to detect. It was also very hard to ascertain how the theft was committed.

The Magistrate said the chief question he had to decide was whether it was necessary to send defendants to gaol, which was the usual penalty in such cases.

Mr. Orme applied for exemplary punishment in view of the nature of the case, which was especially serious from the point of view of the nationality of defendants. Messrs. Butterfield & Swire had lost thousands and thousands of dollars as a result of the activities of cargo thieves. The Company might have had suspicious against members of the crew, but it was difficult to establish their guilt. It was only in an isolated case like this one that sufficient evidence had been obtained to bring the case before the Court. Cargo broaching, added Mr. Orme, had reached a point which had not been dreamed of before.

**THE DEFENDANTS' EXCUSES.**  
When asked if he had anything to say in mitigation of the offence, Marshall said he committed the theft because "it was such an easy thing to do."

The Magistrate imposed on him the gravity of the charge and asked if he had any reason to offer which brought about his lapse.

Marshall: Just temptation.

Second defendant said shipping was very bad recently and he had had no employment for six months. Consequently he got into debt and, with a view to clearing himself, he stole the stuff in order to raise the necessary money.

Mr. Orme: You have employment now.

Defendant: Only as ordinary seaman.

Carron asked that, in view of the fact that he had a wife and family at home, the Magistrate would be lenient with him and if possible impose a fine instead of sending him to jail. In the present unsettled state of England, with thousands of people unemployed, a woman had no means of finding a livelihood, and if he were locked up his wife would get no money during the time he was away. She might be driven to all sorts of things.

Fielder said that he too was a married man, made a similar plea.

Mr. Orme said Marshall's salary was £15 a month. Able seamen received £14 a month and ordinary seamen £10. The Magistrate told defendants that, as Britishers, it was very important for them to set a good example. He could not differentiate between married and unmarried men in the punishment. He sentenced all defendants to two months' imprisonment with hard labour.

**A YOKOHAMA INCIDENT.**

John Fitzpatrick, 31, seaman on the s.s. Antiochus, was charged with embezzling an umbrella, part of the cargo of his ship, at Yokohama on April 18th. He pleaded not guilty.

Captain William McHutchison, master of the Antiochus, deposed that it was reported to him on the 18th that a Japanese coolie was arrested in possession of the umbrella in question.

In consequence of the information of the coolie to the Japanese police, defendant was brought before witness on the 18th. Defendant admitted the sale of the umbrella to the coolie. An entry was made in the ship's official log book in connection with the affair, and the defendant signed it. The log was produced in Court.

The third officer of the Antiochus identified the umbrella as part of a cargo of the ship, consigned to Hongkong from England.

Defendant said he found the umbrella in a soiled condition under the steam pipe casing. After cleaning it he sold the umbrella to a Japanese coolie for two yen. The crew had been invited to a concert at a mission house and, having no money, he sold the umbrella to pay for a sampan.

He did not know the umbrella was part of the ship's cargo. Defendant said he had hitherto borne a good character.

Mr. Tinson, prosecuting, said defendant ought to have known that a brand new umbrella must be part of the cargo. If he had picked it up on deck he should have reported it to the chief officer.

Mr. Tinson asked for imprisonment as a deterrent to other offenders. He had seen letters from the Shipping Association in England which called attention to the serious extent of the pilferage evil.

Mr. Orme said he could not treat the case quite on the same footing as the previous one, because there would have been no evidence against defendant but for his own statement. Furthermore, several men had combined together in the previous case. He sentenced defendant to twenty-one days' imprisonment with hard labour.

### SAIYINGPUN SCHOOL PRIZE-GIVING.

The annual prize-giving of the Saiyungpun School took place, yesterday, Mr. Ho Kow Tong distributed the prizes.

The report of the Inspector of English Schools stated:—

The maximum enrolment was 340 as compared with 370 in 1910 and the average attendance was 314.334 in 1910. Mr. Hamilton acted as Head Master during the greater part of the year. The School has been full throughout the year, and only about one-third of those who applied for admission could be accommodated. As a result of the further application of the rule limiting the number of pupils in a class to 30, the average attendance is slightly below that of the previous year. The attendance is regular and 21 days made every possible attendance.

The discipline and tone of the School continue excellent, handwriting throughout the School continues to merit special praise. At a recent "Verses" International Writing Competition" one pupil from this School sent in a copy which was adjudged to be "of special merit and deserving of special commendation" and was ranked "fourth." Map drawing is particularly good. Useful additions to the general equipment of the School have been made: these include 100 volumes for the library, material for the sports' section, and various series of pictures for conversational and decorative purposes. Most of this was personally selected by the Head Master when on leave in England. In sports the School has held its own: football, volleyball, and swimming are the favourite recreations.

Among the graduates at Hongkong University upon whom degrees were conferred at the recent congregation, two were former pupils of the School: Messrs. Wong To On and Fok King Kan. The School is now the recognized Practising School for the University and three students in training are in constant attendance.

**PRIZE LIST.**

The following is a list of awards:—  
SCHOOLSHIPS Class 4A—Yau Fung Hon, Alan Morris Memorial; Ng Po Lun, Government scholarship (full); Lau Pak Wai, Government Scholarship (full); Chau Ping Kwan, Government Scholarship (full); Pau Sai Fong, Government Scholarship (half).

Class 5—Cheung In Man (Ko Kow Tong Scholarship); Tsoi O Fun (Government Scholarship).

Class 6—U Kam Chuen (Ralphs Scholarship).

Class 7—Ling Wai Sun (Government Scholarship).

Class 8—Li Po (Mok) Kon (Government Scholarship); Ho Pak Choi (Government Scholarship).

**ANNUAL EXAMINATIONS.**—1. Lam Tun Yau (5A); 2. Ko Shun Him (5A); 3. Lo King Ho (5A); 4. Ip Tai Ki (5A); 5. Wang Ni King (5A); 6. Tong Kwai Fong (5A); 7. Pong Kiu Kwong (5A); 8. Leung Chau Kong (5A); 9. Ho Pak Choi (5A); 10. Kwok Tak Yuen (5A).

**TERMINAL EXAMINATIONS.**—1. Wong Yau Wing and To Yung Kwong 4A (equal); 2. Lo Fuk Chuen (5A); 3. Cheung Loi (5A); 4. Yeung Kin Fan (5A); 5. Fong Man King (7A); 6. Chiu Kwong Wing (Reg); 7. Liu Yin Cho (5A); 8. Ip Kwai Wai (5A); 9. Yeung Kin Fan (6A); 10. Pong Kiu Kwong (5A); 11. Fong Man King (7A); 12. Chan Wai Man (7A); 13. Chiu Kwok Wing (5A); 14. Yeung Shun Piu (Reg-A); 15. Wong Shing Moon (Reg-A).

**SPECIAL PRIZES.**—Ma Ping Lit (writing); Chan Yan Sing (map drawing); Sung Chun Wa (map drawing); Un Kwai Wa (map drawing); Leung Piu Sum (map drawing); Leung Yue (composition); Chan Mo Yau (composition); Fong King Cheung (colloquial); Wong Cho Kur (composition); Mak Wing Him (Arithmetic); Tai Wai Leung (colloquial).

**A COMET RETURNS.**

A correspondent writes to the Bangkok Times:—

According to a cable received from the Royal Observatory at Uccle (Belgium), Barnard has rediscovered Winneke's periodical comet. The comet's positions for April 10th were:—

Right Ascension: 15h 54m. 38s.  
Declination: 30° 38'

and moving daily northwards about 50 minutes of the arc.

Within a short time it will be easy to find the comet when searching the region of the E. sky between the constellation of the northern Crown and the Polar star; and as the probable path of the comet is just nearly devoid of nebulae, there will be no confusion.

It is interesting to note that the position at the discovery corresponded fairly well with the search ephemerides prepared by Dr. Crommelin, with June 13.5 assumed as date of perihelion and the perturbations of the other elements having been estimated. An accompanying shower of meteors is probable about June 16th.

**FIEUZAL GLASSES.**

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare.

Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central, Adv.

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## PRESENTATION TO SIR JAMES AND LADY LOCKHART.

BY HONGKONG CHINESE FRIENDS.

At the Hongkong Hotel, yesterday afternoon, the local Chinese friends of Sir James and Lady Stewart Lockhart presented them with a souvenir on Sir James's retirement after 41 years' work in China, first in Hongkong and for the past nineteen years in Wei-hai-wei. The presentation took the form of a silver model of a junk in full sail and some panels, embroidered in silk, which will be framed in due course, in blackwood, as a screen. The names of those who took part in the presentation, most of whom were present, were:—Sir Robert Ho Tung, the Hon. Mr. Lau Chu Pak, the Hon. Mr. Ho Fook, the Hon. Mr. Chiu Sui Ki, Messrs. Chan Chun Chuen, Ho Kom Tong, Kwok Shui Lau, R. H. Kotewall, Tong Lai Chuen, Sin Tak Fan, Yip Lau Chuen, Leung Yat Po, Lo Cheung Shui, Li Yau Chuen, Chan King Wau, Chau Tung Sang, Lo Cheung Ip, Chiu Chow Sum, Fung Ping Shan, Chan Cho Hing, Yau Shui Chi, Chow Shou Son, Wong Lu Tung, Li Ping, Ti Sze Tuen, Chan King Yue, Ng Hon Tze, Wong Kam Fook, Ho Shai Wing, and Chang Fook.

Those who had been invited to meet Sir James and Lady Lockhart on the occasion included:—H.E. the Officer Administering the Government (Mr. Claud Severn), the Acting Chief Justice (Mr. H. J. Gompertz) and Mrs. Gompertz, the Vice-Chancellor of the University (Sir William Brunyate) and Lady Brunyate, the Puisne Judge (Mr. J. R. Wood), the Colonial Secretary (the Hon. Mr. E. D. C. Wolfe), the Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), the Hon. Mr. H. E. Pollock, K.C., the Secretary for Chinese Affairs (the Hon. Mr. S. B. C. Ross), the Director of Education (the Hon. Mr. E. Irving, Mr. Jordan, Mr. and Mrs. R. Hancock and Mr. and Mrs. H. Hancock, Mr. G. N. Orme, Mr. R. A. North, and others.

The Hon. Mr. Lau Chu Pak said:—Your Excellency, Ladies and Gentlemen,—As Sir James and Lady Lockhart are passing through this Colony on their way home on a well-earned retirement, their Chinese friends in Hongkong are availing themselves of this opportunity to demonstrate to them once more their high esteem and affectionate regard for them. It has been a great pleasure to me to have been chosen by my compatriots as the instrument for conveying their sentiments to our distinguished visitors, not only because I am one of Sir James' old friends, but also because I was selected to read the Chinese text of the address which was presented to him, when he was leaving these shores to take up the high office of His Majesty's Commissioner at Weihaiwei in April, 1902.

Sir James Lockhart, it is just 19 years since you left us, and it must be a source of gratification and pride to you to know that neither time nor distance has in any way diminished the esteem which your Chinese friends, here, had for you, while you were guarding their interests during your 41 years' distinguished service in Hongkong. We can never forget the great interest you always took in our welfare. Particularly shall we ever remember, with gratitude, your share in the re-organization of our District Watch Force, the Tung Wah Hospital and the Po Leung Kuk, all of which institutions are now working smoothly along the main lines laid down by you. This is a testimony of your foresight and organizing ability, as well as of your intimate knowledge of Chinese mentality and characteristics. For Lady Lockhart the Chinese also entertain sincere respect and genuine admiration, for the personal interest which she has always taken in them, and for the sympathy, understanding, and ability with which she has helped you in your responsible and difficult duties. We are, indeed, glad to see you and Lady Lockhart once more, but this gladness is already tinged with a feeling of sadness, for we are also here to say good-bye. In token of our affectionate regard and good wishes, we would ask you and Lady Lockhart to accept some souvenirs of no intrinsic value. The silver junk is emblematic of that merciful sail which brings relief and happiness, such as the relief and happiness, which you must have brought to thousands of stricken and distressed souls during the recent drought at Weihaiwei. The four characters engraved on the little vessel mean "Tranquil retirement among your trees and streams." It is our earnest wish that happiness and tranquillity will ever attend your hard-earned rest. We have here another humble gift in the shape of four embroidered pictures, which will be framed in the form of a screen made of

blackwood. We are sorry that the short time at our disposal has not permitted of the frame-work being completed in time, but when it is ready, we will take pleasure in having it forwarded to you. In the meantime, we would ask you to accept this silver miniature screen instead. We hope that this article with the junk will sometimes remind you of us—of our old friendship, and of the 21 years of your life spent in our midst. We also hope that the screen will ever shield you and yours from stress and storm, while the junk will bring you, in all her voyages, full loads of bliss and contentment.

Sir James Lockhart, in reply, said:—Your Excellency, Mr. Lau, and Chinese friends, I thank you on behalf of my wife and myself, very sincerely, for the kind manner in which you have asked us to come here, and for the far too flattering remarks in which Mr. Lau has expressed his feelings. As you will all understand, when one is saying "good-bye" to a place one feels it impossible to give expression in words to one's feelings, but it would be very ungrateful on my part, and on the part of my wife, if I did not endeavour to tell you how thoroughly we appreciate the fact that you, our old Chinese friends, have not forgotten us and have given evidence, once again, of that friendship which we have always shown when you have visitors.

I see around me here, to-day, friends whom I have known for now nearly 41 years. Some of them were not so young when I first knew them as they are now—(laughter). My old friend, Mr. Chan Chun Chuen, has now attained the elevated age of 83 years and looks as if he were full of vigour. I am sure he will reach 100; he enjoys the wonderful capacity of being able to maintain great vigour with old age. He has—what all of us envy him for—four generations living under his roof. I also see among my friends some whom I knew when they were much poorer than they are now. I remember them when they would have been pleased with very little cash and to-day, I understand, a building would not contain it all—(laughter).

Mr. Lau Chu Pak has referred in far too flattering terms to anything I have done for the Chinese. I have always found them loyal and true, a most lovable race, and there is nothing I feel more in departing than in the fact that I will see so few in the Old Country. But I assure you that, though I may change my sky, I shall not change my mind and amongst the most pleasant recollections of my life in the East will be the fact that so many years have been spent amongst the Chinese, who have always appeared to me loyal and true in every sense of the word. I regret I cannot say all I would like to say, but I can tell you it requires no material memento to keep you in mind. I shall always remember you and remember what you have done for me; I thank you very much indeed.

## DINNER AND RECEPTION AT GOVERNMENT HOUSE.

H.E. the Officer Administering the Government and Mrs. Severn entertained Sir James and Lady Lockhart to dinner at Government House last night. There were present:—His Honour the Acting Chief Justice and Mrs. Gompertz, the Hon. Mr. E. D. C. Wolfe, Sir William Brunyate and Lady Brunyate, the Hon. Mr. J. H. Kemp, K.C. and Mrs. Kemp, the Hon. Mr. C. McI. Messer, the Hon. Mr. H. E. Pollock, K.C., and Mrs. Pollock, the Hon. Mr. A. E. and Mrs. Irving, and the Misses Irving, the Hon. Mr. Lau Chu Pak, the Hon. Mr. Chiu Sui Ki, Dr. G. P. Jordan, LL.D. and Mrs. Jordan, Dr. T. W. Pearce, LL.D., Mr. C. D. Wilkinson, Mr. and Mrs. R. Hancock, Mr. and Mrs. H. Hancock, Mr. Ho Kom Tong, Mr. C. D. Melbourne, the Aide-de-Camp (Lieut. Hammond, R.E.), and the Private Secretary (Mr. R. A. North).

Afterwards there was a reception attended by a large number of residents. The guests were received by H.E. the Officer Administering the Government and Mrs. Severn. They then passed on to the ball-room, which was handsomely decorated for the occasion. Here a programme of about a dozen dances was provided for the entertainment of the guests. The grounds and the lawn were illuminated with coloured electric globes and presented a delightful appearance. The band of the 2nd Wiltshire Regt. was in attendance.

The following were invited to the reception:—H.E. Sir G. M. Kirkpatrick, K.O.B., K.O.S., Lady Kirkpatrick, the Misses Kirkpatrick, Amiral Tomkins, Major and Mrs. Law, Major Wakefield, Lieut.-Col. and Mrs. Taylor, Col. Davey,

Major and Mrs. H. Greenaway, Mr. Allan Keith, Lieut.-Col. Bowen, Mrs. Bowen and the Misses Bowen, Col. Mrs. and Miss Delacombe, Mr. H. A. Cartwright, Mr. and Mrs. B. A. Hale, Mr. and Mrs. T. Petrie, Mr. and Mrs. Burnett, Mr. and Mrs. A. Hicks, Major and Mrs. Edwards, Major and Mrs. Timmis, Major and Mrs. R. B. Young, Lieut.-Col. and Mrs. Crosse, Major-General, T. Stevenson, Major and Mrs. Saunders, Major and Mrs. Bagnall, Lieut.-Col. Nicholson, Pere Robert, Major Hickling, Lieut.-Com. and Mrs. Stopford, Rev. Gordon W. B. Stott, R.N., Rev. and Mrs. J. Kirk Macdonachie, Mrs. Ware Rogers, En.-Commr. and Mrs. Aveling, Commr. and Mrs. Cantlie, Commander Brady, Lieutenant-Commander Gilchrist, Mr. J. Scott Harston, Lieutenant Jaugard, Lieut. Dupres, Capt. Darlan, M. et Mme. Rena, the Wardroom officers of the *Montcalm*, Dr. K. H. Digby, M.B., and Mrs. Digby, Mr. and Mrs. C. A. Middleton Smith, Mr. and Mrs. W. J. Hinton, Mr. N. Teeddale Mackintosh, Mr. and Mrs. G. T. Edkins and Miss Edkins, Capt. S. Fisher, A.D.C., Sir Ellis Kadoorie, Mr. N. H. N. Mody, R. Rev. Bishop Pozzoni, the Hon. Mr. E. H. Sharp, K.C., O.B.E., Mr. P. F. Talati, Mr. Mok Kon Sang, Mr. D. C. H. Florence, Mr. and Mrs. G. T. Bryne, Dr. and Mrs. C. Forsyth, Dr. W. V. M. and Mrs. Koch, Mr. R. W. D. Barney, Mr. and Mrs. H. Humphreys, Capt. and Mrs. Leslie Smith, Mr. R. Robertson, Mr. M. Danaher, Mr. J. S. Harrison, Rev. E. W. L. Martin, Mr. and Mrs. A. H. Ferguson, Mr. and Mrs. E. B. Reed, Dr. and Mrs. John Fenton, Mr. J. Fenton, Mrs. Mitchell and the Misses Mitchell, Major and Mrs. Boffey, Mr. P. H. R. Shaw, Mr. R. H. L. Gompertz, Mr. and Mrs. Grant Smith, Capt. and Mrs. Olliver, Mr. E. W. Hamilton, Mr. and Mrs. C. Lafrentz, Mr. and Mrs. J. D. Stevens, Mr. and Mrs. A. H. Crook, Rev. W. H. and Mrs. Hewitt, Mr. J. W. Franks, Mr. and Mrs. Simpson, Capt. Basil Brooke, R.N., Mr. E. Ralph, Mr. and Mrs. Forster, Mr. and Mrs. Claxton, Mr. and Mrs. Schofield, Dr. and Mrs. C. Y. Wong, Mr. and Mrs. De Rome, Mr. and Mrs. Goldsmith, Mr. and Mrs. H. A. Nisbet, Mr. and Mrs. Ormiston, Mr. and Mrs. Sutherland, Mr. and Mrs. R. M. Dyer, Miss Inness, Mr. and Mrs. T. E. Pearce, Mr. W. L. Pattenden, Mr. and Mrs. W. H. Lay, Dr. and Mrs. H. H. Scott, Mr. M. J. Brown, Mr. R. E. O. Bird, Dr. W. H. A. Moore, Dr. J. T. C. Johnson, Mr. T. W. Ainsworth, Mr. and Mrs. W. S. Brown, Lieut. Beauchamp, Mr. Wei Yuk, Mr. and Mrs. A. R. Lowe, Hon. Mr. H. W. Bird, Mr. and Mrs. Ram and the Misses Ram, Mr. J. R. Wood, Miss Kember, Mr. T. W. Hill, Mr. A. Mackenzie, Mr. and Mrs. Nicholson, Mr. and Mrs. Phillips, Mr. and Mrs. Montague Harston and Miss Harston, Mr. E. J. Grist, Mr. C. E. L. Grist, Col. and Mrs. Loring, Mr. H. P. White, Sir Bosham Wei Yuk, Sir Robert and Lady Ho Tung, the Hon. Mr. Ho Fook, Mr. and Mrs. Chow Sow Son, Mr. Kwok Sui Lau, Mr. Chau Tung Shang, Mr. Ip Lan Tsun, Mr. and Mrs. Lo Cheung Shui, Mr. Sin Tak Fan, Mr. Chiu Yau Tin, Mr. Chan Chun Chuen, Mr. and Mrs. R. H. Kotewall, Mr. Chan Kang Yue, Mr. Tong Lai Chuen, Mr. Li Po Kwai, Mr. Chan King Wan, Mr. Fung Ping Shan, Mr. Ng Hon Tse, Mr. S. W. Tso, Mr. and Mrs. Ho Wing, Mr. Yau Siu Chi, Mr. and Mrs. Ho Leung, Mr. and Mrs. M. K. Lo, Mr. and Mrs. Cavalier, Mr. and Mrs. Laver, Mr. G. N. Orme, Mr. and Mrs. McElderry, Mr. and Mrs. Winslow, Mr. and Mrs. Ewan, Mr. and Mrs. T. H. King, Dr. F. T. Key, Paym. Lieut.-Commr. and Mrs. Stern, Commodore and Mrs. Bowden Smith, Mr. F. B. L. Bowley, Mr. Bornez, Mr. C. G. Alabaster, Mr. and Mrs. N. L. Smith, Mr. and Mrs. G. M. Dodwell, Mr. and Mrs. Dallin, Rev. J. T. Holman, Mr. and Mrs. G. H. Wakeman, Mr. and Mrs. and the Misses Denison, Mr. and Mrs. W. H. Gale, Mr. and Mrs. Dyer Ball, Lieut. Conway Hake, R.N.R., Captain Benning, D.S.O., Hon. Mr. T. L. Perkins, and Mrs. Perkins, Lieut.-Col. and Mrs. L. G. Bird, Mr. G. Hastings and Miss Hastings, Miss Crobie, Hon. Mr. and Mrs. O. A. Lang.

A CHINESE TRIBUTE.

Over the signature of "Francis Zia" the following tribute to Sir James Stewart Lockhart is published in the *N.C. Daily News*:—"From his arrival at Weihaiwei in 1902 up to now, Sir James has been confronted with duties of a varied nature which placed him in touch with various classes of men, and it was due to his winning personality, ripe scholarship, and varied experience that he has been able to capture and hold the goodwill of all those who had dealings with him."

Major and Mrs. H. Greenaway, Mr. Allan Keith, Lieut.-Col. Bowen, Mrs. Bowen and the Misses Bowen, Col. Mrs. and Miss Delacombe, Mr. H. A. Cartwright, Mr. and Mrs. B. A. Hale, Mr. and Mrs. T. Petrie, Mr. and Mrs. Burnett, Mr. and Mrs. A. Hicks, Major and Mrs. Edwards, Major and Mrs. Timmis, Major and Mrs. R. B. Young, Lieut.-Col. and Mrs. Crosse, Major-General, T. Stevenson, Major and Mrs. Saunders, Major and Mrs. Bagnall, Lieut.-Col. Nicholson, Pere Robert, Major Hickling, Lieut.-Com. and Mrs. Stopford, Rev. Gordon W. B. Stott, R.N., Rev. and Mrs. J. Kirk Macdonachie, Mrs. Ware Rogers, En.-Commr. and Mrs. Aveling, Commr. and Mrs. Cantlie, Commander Brady, Lieutenant-Commander Gilchrist, Mr. J. Scott Harston, Lieutenant Jaugard, Lieut. Dupres, Capt. Darlan, M. et Mme. Rena, the Wardroom officers of the *Montcalm*, Dr. K. H. Digby, M.B., and Mrs. Digby, Mr. and Mrs. C. A. Middleton Smith, Mr. and Mrs. W. J. Hinton, Mr. N. Teeddale Mackintosh, Mr. and Mrs. G. T. Edkins and Miss Edkins, Capt. S. Fisher, A.D.C., Sir Ellis Kadoorie, Mr. N. H. N. Mody, R. Rev. Bishop Pozzoni, the Hon. Mr. E. H. Sharp, K.C., O.B.E., Mr. P. F. Talati, Mr. Mok Kon Sang, Mr. D. C. H. Florence, Mr. and Mrs. G. T. Bryne, Dr. and Mrs. C. Forsyth, Dr. W. V. M. and Mrs. Koch, Mr. R. W. D. Barney, Mr. and Mrs. H. Humphreys, Capt. and Mrs. Leslie Smith, Mr. R. Robertson, Mr. M. Danaher, Mr. J. S. Harrison, Rev. E. W. L. Martin, Mr. and Mrs. A. H. Ferguson, Mr. and Mrs. E. B. Reed, Dr. and Mrs. John Fenton, Mr. J. Fenton, Mrs. Mitchell and the Misses Mitchell, Major and Mrs. Boffey, Mr. P. H. R. Shaw, Mr. R. H. L. Gompertz, Mr. and Mrs. Grant Smith, Capt. and Mrs. Olliver, Mr. E. W. Hamilton, Mr. and Mrs. C. Lafrentz, Mr. and Mrs. J. D. Stevens, Mr. and Mrs. A. H. Crook, Rev. W. H. and Mrs. Hewitt, Mr. J. W. Franks, Mr. and Mrs. Simpson, Capt. Basil Brooke, R.N., Mr. E. Ralph, Mr. and Mrs. Forster, Mr. and Mrs. Claxton, Mr. and Mrs. Schofield, Dr. and Mrs. C. Y. Wong, Mr. and Mrs. De Rome, Mr. and Mrs. Goldsmith, Mr. and Mrs. H. A. Nisbet, Mr. and Mrs. Ormiston, Mr. and Mrs. Sutherland, Mr. and Mrs. R. M. Dyer, Miss Inness, Mr. and Mrs. T. E. Pearce, Mr. W. L. Pattenden, Mr. and Mrs. W. H. Lay, Dr. and Mrs. H. H. Scott, Mr. M. J. Brown, Mr. R. E. O. Bird, Dr. W. H. A. Moore, Dr. J. T. C. Johnson, Mr. T. W. Ainsworth, Mr. and Mrs. W. S. Brown, Lieut. Beauchamp, Mr. Wei Yuk, Mr. and Mrs. A. R. Lowe, Hon. Mr. H. W. Bird, Mr. and Mrs. Ram and the Misses Ram, Mr. J. R. Wood, Miss Kember, Mr. T. W. Hill, Mr. A. Mackenzie, Mr. and Mrs. Nicholson, Mr. and Mrs. Phillips, Mr. and Mrs. Montague Harston and Miss Harston, Mr. E. J. Grist, Mr. C. E. L. Grist, Col. and Mrs. Loring, Mr. H. P. White, Sir Bosham Wei Yuk, Sir Robert and Lady Ho Tung, the Hon. Mr. Ho Fook, Mr. and Mrs. Chow Sow Son, Mr. Kwok Sui Lau, Mr. Chau Tung Shang, Mr. Ip Lan Tsun, Mr. and Mrs. Lo Cheung Shui, Mr. Sin Tak Fan, Mr. Chiu Yau Tin, Mr. Chan Chun Chuen, Mr. and Mrs. R. H. Kotewall, Mr. Chan Kang Yue, Mr. Tong Lai Chuen, Mr. Li Po Kwai, Mr. Chan King Wan, Mr. Fung Ping Shan, Mr. Ng Hon Tse, Mr. S. W. Tso, Mr. and Mrs. Ho Wing, Mr. Yau Siu Chi, Mr. and Mrs. Ho Leung, Mr. and Mrs. M. K. Lo, Mr. and Mrs. Cavalier, Mr. and Mrs. Laver, Mr. G. N. Orme, Mr. and Mrs. McElderry, Mr. and Mrs. Winslow, Mr. and Mrs. Ewan, Mr. and Mrs. T. H. King, Dr. F. T. Key, Paym. Lieut.-Commr. and Mrs. Stern, Commodore and Mrs. Bowden Smith, Mr. F. B. L. Bowley, Mr. Bornez, Mr. C. G. Alabaster, Mr. and Mrs. N. L. Smith, Mr. and Mrs. G. M. Dodwell, Mr. and Mrs. Dallin, Rev. J. T. Holman, Mr. and Mrs. G. H. Wakeman, Mr. and Mrs. and the Misses Denison, Mr. and Mrs. W. H. Gale, Mr. and Mrs. Dyer Ball, Lieut. Conway Hake, R.N.R., Captain Benning, D.S.O., Hon. Mr. T. L. Perkins, and Mrs. Perkins, Lieut.-Col. and Mrs. L. G. Bird, Mr. G. Hastings and Miss Hastings, Miss Crobie, Hon. Mr. and Mrs. O. A. Lang.

A PRACTICAL ORGANIZER.

Many of the ideas carried out in Weihaiwei were borrowed from Hongkong but they were so adjusted as to meet the actual conditions in Weihaiwei, and the rich fund of experience in practical work in Hongkong from which he could draw played a very beneficial part in his numerous deliberations. Efficiency prevailed in every department. The collection of land tax, for example, was simplified to a marvellous extent. Instead of sending out collectors, the headmen of the villages brought in the whole amount for their respective villages on specially assigned days. Taxes were introduced with great care and with full regard to economic conditions, so that there has never been any outcry against excessive taxation.

## A PRACTICAL ORGANIZER.

Through his familiarity with Chinese literature and his conservative attitude in holding on to the advisability of preserving the culture of the Chinese nation that has been handed from dynasty to dynasty, Sir James has acquired such an insight into Chinese history, the customs and manners of the people, that after the exchange of a few remarks the Chinese caller is surprised that his Excellency knows so much of China and the Chinese and leaves him with sentiments of genuine admiration. This was abundantly proved by Sir James's trips to Tsinan to return the calls of two Governors of Shantung, the late Yang Shih-hsiang, later Viceroy of Chihli, and Yuan Shih-shun. The Chinese officials treated Sir James as one of themselves and they had such a high regard for his scholarship and personality that they did not hesitate to declare that the German Governor of Tsingtao, who did not understand the Chinese language and who visited the capital of Shantung, made a very different impression. So great is the effect of mutual understanding!

BOOKS AND PICTURES.

Sir James has a very large Chinese library including a number of rare works. He is very fond of collecting Hsiao Chih and Fu Chih, books published by the Districts and Prefectures which give full historical and geographical data and much useful information relating to the districts they cover. Sir James has also a large collection of Chinese paintings which he highly values, including some personal mementos from his Chinese friends. Sir James has written several important books including "The Manual of Chinese Quotations," "A Book on Chinese Coins," etc. There is one thing which marked out Sir James as a profound Chinese scholar, that is the spirit of thoroughness. When there is a literary allusion that he comes across for the first time, pains are taken to trace its origin; and then a note is made of the work where it is found, the number of the book or the volume and the number of the page, a tedious labour which even Chinese professional commentators would shun. What new books will Sir James produce? The materials are certainly there, varied and inexhaustible.

PERSONALITY.

Sir James is always cheerful and his poise is contagious. He is sympathetic and courteous to all. He hates ceremonies. The message "Please lunch with me to-morrow and regard that as a call. Come in plain clothes." has often been signalled off to British ships from the Iron Pier at Linkingtau in answer to offers of official calls. He is a great walker and his practice of daily going up the Peak in Hongkong has been faithfully kept up in Weihaiwei. He is not only a model conversationalist but an excellent orator, quick-witted as this instance will show. On one occasion, his Honour presided at a gathering at which funds were solicited for a good cause. That was after the outbreak of the war. One of the audience yelled: "Can sign chits, Sir?" To which Sir James answered: "Provided they are duly honoured on presentation."

SPORT.

LAWN TENNIS.

CIVIL SERVICE v. HONGKONG CLUB.

This match was played on the ground of the Civil Service on April 30th, and resulted in a win for the visitors by 55 games to 44. Scores:—Sayer and Wood lost to Humphreys and Sewell, 3-6; beat Dinsdale and Henderson, 6-5; lost to Dodwell and Grimble, 5-6. Bradbury and Fincher lost to Humphreys and Sewell, 5-6; beat Dinsdale and Henderson, 7-4; lost to Dodwell and Grimble, 5-6. Valentine and Smith lost to Humphreys and Sewell, 2-6; beat Dinsdale and Henderson, 7-4; beat Dodwell and Grimble, 5-5.

## SUMMER DRINKS.

STOWER'S LIME JUICE CORDIAL ... \$1.10 per bottle

" " UNSWEETENED \$1.10 " "

" CLOUDY LEMON SQUASH ... \$1.10 " "

" CLARIFIED " ... \$1.10 " "

" LEMON JUICE SYRUP ... \$1.25 " "

ALL HIGHLY CONCENTRATED AND

THEREFORE ECONOMICAL.

AMERICAN APPLJU,

WELCH'S GRAPE JUICE,

"PHEZ" LOGANBERRY JUICE,

BULMER'S HEREFORD CYDER,

PILSENER ENGLISH BEER, ETC.

LANE, CRAWFORD'S

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## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850.

## SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITS.

DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEER'S TOOLS, BLOCKS AND TACKLE.

HEMP AND MANILA ROPES ALL SIZES.

PACKING AND ASBESTOS-GOODS.

SOLE AGENTS FOR DOBBIE McINNIS'S NAUTICAL SPECIALTIES.

HONGKONG.

Tel. 1741.

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## POPULAR SHEET

## MUSIC

SWANEE

GOOD-BYE

IDLING.

THE ANDERSON MUSIC Co., Ltd.,

16, Des Voeux Road Central.

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## Powell

TELEPHONE 3146.

## Great Clearance Sale

OF

## GENTLEMEN'S

## BOOTS and SHOES

NOW ON.

These goods are being offered at far below the replacement cost and are worth from \$8.75 to \$25.00 per pair.

SALE PRICE \$4.75 to \$12.75.

SEE WINDOW.



## NEW ADVERTISEMENTS

## HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Club will be held in the pavilion of the Club on TUESDAY, the 9th MAY, 1921, at 8.30 P.M., for the purpose of confirming the following resolutions which were passed at an Extraordinary general meeting of members held on the 14th day of April, 1921.

1. That the present Hongkong Cricket Club be wound up and the Committee be authorized to take all necessary steps for the purpose.
  2. That the Committee be authorized to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.
  3. That the Committee be authorized to assign and hand over to the new Company, when registered, all the assets of the Club.
- By Order of the Committee,  
L. S. GREENHILL,  
Hon. Secretary,  
Hongkong, May 2nd, 1921.

## THE ROYAL HONGKONG GOLF CLUB. NOTICE

At the COMMITTEE MEETING held on April 22nd, 1921, it was decided to adopt from 1st May, 1921, the amended Rules of Golf as approved by the Royal & Ancient Golf Club on 25th September, 1920.

The alterations in the Rules are as follows:—  
1. That on and after May 1st, 1921, the weight of the ball shall not be greater than 1.62 ozs. (avoirdupois) and the size not less than 1.62 in. (41.27 mm.) in diameter. The Rules of Golf Committee and the Executive Committee of the United States Association will take whatever steps they think necessary to limit the power of the ball with regard to distance should any ball of greater power be introduced, and that the Rules of Golf be amended accordingly.

2. That in order to unify the penalties for a ball out of bounds, and an unplayable ball, the penalty in each case shall be "a stroke and the distance," but that in the case of a ball out of bounds, permission be given to clubs to alter this penalty by a local rule, and that the Rules of Golf be amended accordingly.

3. That the special rules for match play competitions Nos. 2 & 3 be deleted; and that the following be substituted as special rules for match play competitions: No. 2—Competitors shall not agree to exclude the operation of any rule or local rule, nor to waive any penalty incurred in the course of the match, under penalty of their disqualification.

NOTE.—No. 2 cancels the Bye Law relating to Fencing Courses which reads as follows:—  
"A ball may be lifted anywhere on the course and need not nearer the hole under the penalty of two strokes."

In order to avoid delay, players are requested to play a provisional ball when there is the least doubt of a ball played being lost or unplayable.

By Order of the Committee,  
J. B. ROSS,  
Hon. Secretary,  
Hongkong, May 2nd, 1921.

## ST. JOHN'S CATHEDRAL.

MONDAY,

MAY 9TH,

AT 9.15 P.M.

ORGAN RECITAL

Vocalist:

Mrs. A. M. BOWES-SMITH.

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## NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between JOHN OWEN HUGHES and ANDREW FORBES carrying on business as Merchants and Commission Agents at Prince's Building, Victoria, Hongkong, under the style or firm of HARRY WICKING & Co., has been dissolved as from the 30th day of April, 1921, so far as concerns the said ANDREW FORBES, who retires from the said Firm. All debts due to and owing by the said late Firm will be received and paid by the said JOHN OWEN HUGHES who will continue to carry on the said business under the style or firm of HARRY WICKING & Co.

JOHN OWEN HUGHES,  
ANDREW FORBES.  
Dated the 2nd day of May, 1921.

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## APPRECIATION.

D. O. DE SILVA, Esq.,  
Acting Resident Secretary,  
THE SUN LIFE ASSURANCE COMPANY  
OF CANADA.  
RE-SETTLEMENT OF E. J. NORONHA'S CLAIM.

Dear Sir,  
We have to acknowledge the receipt of your cheque for \$30,000—In settlement of our claim under the policies on the life of the late Mr. E. J. NORONHA. We have also to acknowledge your cheque for \$1,878 in refund of the premium paid before due date.

We desire to thank you for your courtesy in settling this claim within the very short period of four days after production of probate for your inspection.

Wishing you and your Company continued success.  
We are, dear Sir,  
Yours faithfully,  
(Sd.) C. A. DA ROZA,  
(Sd.) G. A. YANOVICH,  
Executors of the estate of the late E. J. NORONHA (deceased).  
Hongkong, April 16th, 1921.

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## INTIMATIONS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from THURSDAY, May 5th, to SATURDAY, May 28th, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. G. STEPHEN,  
Chief Manager,  
Hongkong, April 28th, 1921.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit passing the following resolution:—

- 1.—That the Directors of the HONGKONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to the present authorised capital of the Company to 50 millions of dollars.

- 2.—That the Capital of the HONGKONG AND SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$30,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned.

- 3.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

- 4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—  
1st. instalment of \$35 on the 1st day of July, 1921.  
2nd. and final instalment of \$35 on the 1st day of October, 1921.

- 5.—That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

- 6.—That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

- 7.—That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on the instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates in respect of such New Shares, to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up and from due dates for payment of same.

- 8.—That interest at the rate of 6 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

- 9.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

For The HONGKONG & SHANGHAI BANKING CORPORATION,  
A. G. STEPHEN,  
Chief Manager,  
Hongkong, April 28th, 1921.

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## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for  
Messrs P. C. AD. AP. AW. EF. EG.  
ER. BV. KL. LM. SO

FOUND—A BULL DOG in Hongkong. Owner can have same by applying to Box 10, c/o Daily Press Office.

TO LET—COMFORTABLE WELL-FURNISHED FLAT, from June 1st. Every convenience, 3 minutes from Ferry. Suit married couple. Apply Box 12, c/o Daily Press Office.

TO LET—EUROPEAN HOUSE, No. 7, Middle Road, Kowloon, 7 Large and Airy Rooms, 4 Bathrooms. Apply—YU KAM HING c/o Messrs. JOHNSON STOKES & MASTER.

FOR SALE—SECOND-HAND VICTOR GRAMOPHONE—Good condition, \$50. Also fair number of 12 inch Records, practically new, at half price. Apply AUCOTT, care of Jardines.

## NOTICE.

WE have authorized Messrs. REGINALD MEYER, AUSTIN, CEDRIC CHARLES BOYD and ALLAN BROWN STEWART to Sign for the Company "per Procuration" from this date.

JARDINE, MATHESON, & Co., Ltd.  
Hongkong, May 1st, 1921.

## FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District. Tennis Court, Kitchen Garden. Early possession. Apply to—  
Box No. 588,  
Care of Daily Press Office.

## FOR SALE.

BRUNSWICK STANDARD ICE MAKING PLANT.  
Capacity—4 tons per 24 hours.  
No. of Ice Cans—86.  
Weight of Block 150 lbs., size 32" x 15" x 42".  
Compressor 1/2 HP—40" dia. 92" face.  
Speed—120 R.P.M.  
Atmospheric Ammonia Condenser—12 pipes 19 ft. long. Complete with Ice Tank and Accessories.

Also  
One 20 H.P. Motor to provide power for above plant.

Further details and specification may be obtained from—  
ACEAL REISS & CO.,  
No. 3, Queen's Buildings, Hongkong.  
Hongkong, April 22nd, 1921.

## STEAMERS FOR SALE.

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON, Offers are invited for the purchase of the following Ex-Enemy Steamers:

| Name of Steamer | Gross Tonnage | Net Tonnage | Built |
|-----------------|---------------|-------------|-------|
| HANEE           | 790           | 317         | 1906  |
| ANGHIN          | 1618          | 1001        | 1903  |
| CHOW PA         | 1645          | 1034        | 1903  |
| WONGHUI         | 1777          | 1115        | 1904  |
| MANHIA          | 1790          | 1108        | 1904  |

Terms of Sale and full particulars may be ascertained on application to and permits for inspection will be issued by Messrs. BOURNE & CO., Singapore; Messrs. BULLOCK BROTHERS & Co., Ltd., Rangoon; Messrs. MACKINNON MACKENZIE & Co., Hongkong; and the undersigned.

SEALED TENDERS should be lodged with MACKINNON MACKENZIE & CO., CALCUTTA. The Tenders which must be in Sterling, will be opened at CALCUTTA on FRIDAY, the 17th JUNE, 1921, and must be valid for 14 days after that date.

MACKINNON MACKENZIE & CO.  
16, Strand Road,  
CALCUTTA.

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.  
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## WEEKLY AUCTIONS.

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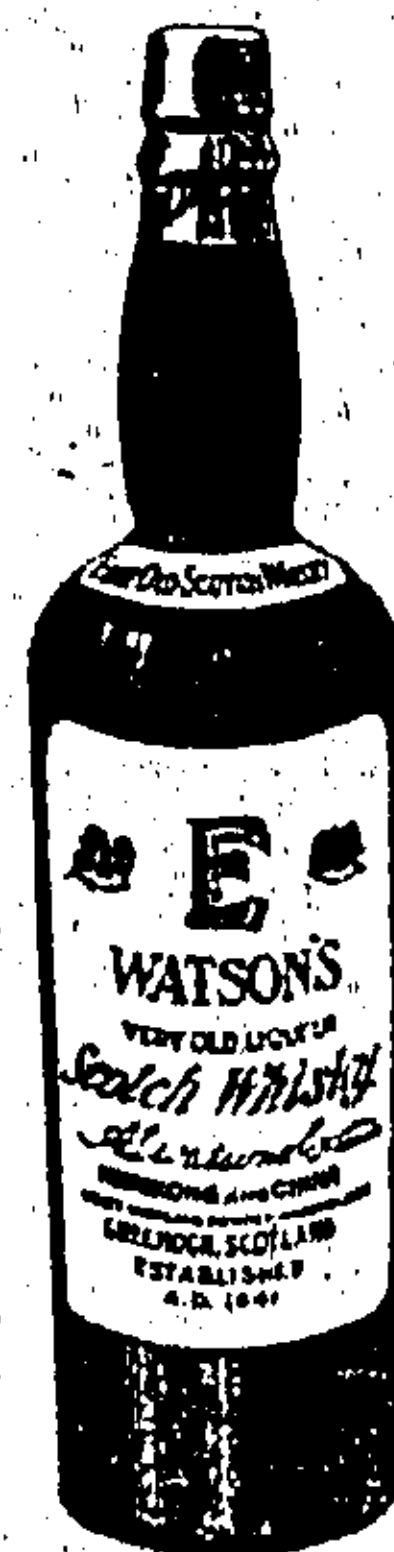
## INTIMATION

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[11]

## BIRTH.

TAYLOR—At Shanghai, on April 27th, to Mr. and Mrs. W. C. TAYLOR, a son.

## MARRIAGE.

HARVEY—HARRIS—At Shanghai, on April 27th, Surgeon Lieutenant Commander GERALD S. HARVEY, M.B., Royal Navy, and PHYLLIS ANNE HARRIS, daughter of Mr. and Mrs. Thomas H. Harris of Shanghai.

Hongkong Office: 10A, Des Voeux Rd., C. London Office: 151, Fleet Street, E.C.

## The Daily Press.

HONGKONG, MAY 3RD, 1921.

## POLITICS IN CHINA.

In the political situation in China to-day there is certainly abundant excuse for the pessimism in which Mr. J. O. P. BLAND indulges in the book which REUTER tells us he has just published as the outcome, no doubt, of his study of the situation during his visit to China last year. At the present time nothing would seem to show the insecurity of the general situation in China more plainly than the conference which is taking place in Tientsin between the three or four most powerful military mandarins in China. Popular Government is as yet a misnomer in the Republic of China. The destinies of the country are in the hands of three or four military satraps whose allegiance to the Government in Peking is obviously of the most feeble and shadowy character. They intend that their will, whether it accords or not with the will of the Government, shall prevail in China. Decisions of moment are expected to be taken at this conference in Tientsin. The President has been trying for weeks past to induce these powerful military mandarins to come to Peking, if not to hold their conference there, at least to accept the hospitality of the Government, and in this way assure the country and the wide world that unity of purpose exists; but each of the great military panjandrums appears to have found excuses for not accepting the invitation. One cannot resist the conclusion that "the High Inspecting Commissioners"—CHANG TAO-LIN (of Mukden), TRAO KUN (of Tientsin) and WONG CHANG YUAN (of

Wuchang)—form the ruling triumvirate in China, and that if they can agree among themselves on a line of policy, the Central Government at Peking must either acquiesce, or resign, or be ousted.

Chinese reports agree that one of the questions which this conference will discuss is the unification of China, and in this respect at any rate, so far as the plan of campaign is revealed in the Press reports, there seems to be no important difference in the attitude of the Government and the High Inspecting Commissioners. The plan is to isolate the Kuomintang party in Canton, by inducing the surrounding provinces to refuse to support the ambitions of Dr. SUN YAT SEN and his confederates. General WONG, is stated to have gone from Wuchang to the conference at Tientsin with satisfactory assurances of support from a special conference which he has had with representatives of the provinces of Szechuan, Kweichow, Yunnan and Hunan. Having in this way isolated Kwangtung, General LU YUN-SHANG, of Kwangsi, with the support of disaffected military elements in the province of Kwangtung itself, is expected to be able in time to drive Dr. SUN YAT SEN and his Government from Canton. There is little that is new in all this. The "plan" has been public property for many months past. It would certainly seem that the intrigues which have been in progress to bring about a dissolution of the South-West Confederation have very largely succeeded, and presumably it is this consideration that accounts for the delay in fixing a date for the inauguration of Dr. SUN YAT SEN as President of the Republic of China. We notice that a communication sent to Dr. SUN YAT SEN by the Provincial Assembly of Hunan, tells him that the circumstances of his election were an insult to himself, and it asks him to decline the nomination at the present time. As a solatium it expresses the belief that in the event of a Presidential election after the unification of China has been effected, his election as Chief Executive of China would be assured. The military leaders of the other provinces of the South-West are reported to have expressed their concurrence in the views expressed in this communication from Hunan. It only remains to be said that a plan by which China can be "unified" has yet to be evolved and accepted throughout the country, and that is obviously the first preliminary to a Presidential election which may be expected to command the confidence of the public throughout the Republic.

An announcement of interest to golfers appears among to-day's advertisements. The next English mail is expected on Friday next. A parcel mail is due to-day.

Mr. John Johnston, who is in Shanghai, for the Spring Race Meeting, is leaving for home on the 28th inst.

Mr. N. O. Liddell, secretary of the Shanghai Municipal Council, has gone home on furlough by the R.M.S. *Empress of Russia*.

Lieut. Commander Cator, R.N., who has been Master Attendant at Singapore, left for home last week, and is retiring at the end of his leave.

Mr. Justice L. M. Woodward, Senior Puisne Judge, Straits Settlements, has been appointed Chief Judicial Commissioner, Federated Malay States.

By a mistake the Hon. Mr. A. O. Lang's name was placed among those of members absent from yesterday's meeting of the Legislative Council. The Hon. Mr. Lang was present.

News has reached the Colony of the death at sea of Sanitary Inspector H. E. Pearson, who left the Colony on leave on April 14th by the steamer *Eastern* for Australia. His wife and two children were travelling with him.

The Japanese Young Men's Christian Association has been presented with a gift of ¥10,000 by the Emperor and Empress of Japan. This is the third time during the history of the organization that Their Majesties have made such a gift.

The labour organisations at Canton celebrated "Labour Day" on Sunday by a procession in which some ten thousand workmen are computed to have participated. Literature was distributed by the men in the procession advocating the claims of labour to a fair share of the fruits of labour.

Mr. Denman Fuller will give his next organ recital on Monday next in St. John's Cathedral, at 9.15 p.m. Mrs. A. M. Bowes-Smith will be the vocalist and will sing "Jerusalem" (out of Mendelssohn's "St. Paul") and the brilliant Aria "Rejoice greatly" by Handel.

The results of Pitman's Shorthand Examinations, held lately at the Italian Convent, are as follows:—Speed (80 words) Misses Wida Williams, Edwina Rodgers, Elisabeth Ward, Angus Fung, Mollie Rahman, Lina Rosa, Annie Cordeiro and Laura Santos. Theory: Misses Dora Smith, Ruby Kong, Anna Lynn, Mabel Gittens, Emilia Figueiredo, Emma Parras, Margaret Kent, Stella Neves, Lena Choa, Natalia Alvares, Augusta Alvares, Beatrice Santos.

W. E. Frazer, the second officer of the *Persian Prince*, who has been undergoing trial at Yokohama on a charge of causing the death of a Japanese youth, on board the vessel in Yokohama in November last, has been sentenced to three years' imprisonment with hard labour. Through his Counsel, the accused intends to appeal against the sentence. A suit for ¥26,000 damages brought by the parents of deceased is reported to have been settled out of court by payment of ¥1,000.

Four retired British naval aviators, headed by Lieut.-Col. Cecil H. Mears, arrived in Yokohama, recently, on the Nippon Yusen Kaisha steamer *Sawa Maru*. They are former members of the British Naval Aviation Corps and, while retired from active service, are nevertheless acting in co-operation with the British Government in giving instruction in naval aviation in Japan. The names of the other members of the party are Major F. B. Fowler, Major H. G. Bradley, and Lieut. A. G. Loton.

Commander E. S. Jukes-Hughes, late of H.M.S. *Widgeon*, has gone home by the R.M.S. *Empress of Russia*. While under his command the *Widgeon* has had many exciting experiences in the upper reaches of the Yangtze. One of the most recent of these was the rescue of a party of missionaries, who while on a houseboat were attacked by pirates, while a few weeks previously the *Widgeon* was in the thick of a fight between regular soldiers and "jossman" braves. Commander Corlett has succeeded Commander Jukes-Hughes on the *Widgeon*.

THE BUDGET.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—A good deal of harsh and, as it appears to me, ill-considered criticism has been levelled at the Government's budget, and the manner in which it is attempted therein to make expenditure and receipts balance. There is, however, one item of taxation which will, I think, commend itself to all classes of the community. I allude, sir, to the tax of \$25 per head upon the Authorized Architect.

I have heard it stated that the increase derived from this source alone will exceed the amount of \$1,000 per annum! I think, however, that it is to its latent possibilities in the future rather than to its productiveness in the immediate present, that we ought to look—and I do not doubt that the Government has these possibilities in view.

The supply of doctors, lawyers, barristers, etc., is necessarily limited by the narrow rules of their orders, which require—even in this Colony—the production of evidence of early training and of present status. The doctor has walked such and such a hospital, and is a fellow of the Royal College of Surgeons; the lawyer has served his articles, and is a member of the Incorporated Law Society; the barrister has eaten his dinners, and is a member of one of the Inns.

With the Authorized Architect it is different. He is, I believe, indigenous and peculiar to Hongkong, and is never found in more northern or more southern latitudes. In his case no evidence of past study is called for, no diploma of present qualification is required. He may be an undertaker, or a piano-tuner, or a rag-and-bone man; he is equally eligible, and the Government can make or unmake him by a stroke of the pen, and can multiply him indefinitely.

Now, sir, to come to the point—it is whispered that the Census returns will show the population of the Colony to be in the neighbourhood of 600,000 souls—men, women, and children. Why should not the Government make these 600,000 persons Authorized Architects? At \$25 per head this would bring in fifteen million dollars a year and would render us independent of the Opium tax for all time. Twenty-five dollars would not be felt by anybody, and the Government would more than compensate for the outlay. It is with myself, with great respect, yours obediently,

Hongkong, May 2nd.

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## CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## MINERS' STRIKE.

"A STATE OF WAR WITHIN A FORTNIGHT."

LONDON, May 2nd.

The coal situation is unchanged. During the week-end a number of the district associations have shown up uncompromisingly as regards the acceptance of Government's offer. Fuller meetings have not yet met. It is widely pointed out that this is the first great occasion when miners have been refused to express opinion by ballot. The miners' delegates appear adamant that a ballot shall not be taken. Nevertheless, there is no ray of hope of the miners deserting the Federation, and how the deadlock shall ultimately be broken down, from where and how will come the new healing move to bring the parties together, seems most obscure and most remote. "A long strike" sums up the feelings generally with possibilities of appalling complications and happenings ever lurking in the background.

Mr. Camp (1) speaking at Leeds, declared, "Unless things alter, I candidly think we shall drift into a state of war within a fortnight."

## U.S. SHIPPING STRIKE.

SERIOUS OUTLOOK.

New York, May 2nd.

Numerous marine workers throughout the country have already ceased work. Trade Unionists predict that approximately 20,000 seamen and 10,000 oilers will quit ships at New York in the next twenty-four hours.

## CRICKET SCORING.

M.C.C. COMMITTEE'S DECISION.

LONDON, May 2nd.

The Marylebone Cricket Club Committee has, finally, decided that the system of scoring the points in the County Championship will be the same as last year; namely, five points for a win, and the side leading in the first innings of a drawn match scoring two points, and the opponents nothing.

## EARLIER CABLES.

## NEW AMERICAN AMBASSADOR

NOT SO BLACK AS HE WAS PAINTED.

LONDON, May 2nd.

A farewell dinner in New York to Colonel Harvey, the new Ambassador to Great Britain—an appointment, which critics declared, was made on account of his anti-English feelings—revealed Colonel Harvey in an encouraging light. He said that Mr. Woodrow Wilson offered him the Ambassadorship. That fact refutes the claims of the above critics.

Further, Colonel Harvey said that he was confident that President Harding's genius for co-operation, which had won the hearts of his own people, was destined to draw the entire English-speaking race into a harmonious relationship, practically perfect, both materially and spiritually.

Mr. Hedges, the well-known lawyer, humorously urged Colonel Harvey to go slow on "this hands across the sea business," because it had been overdone all round, since it was taken for granted that anyone trying to make trouble between America and England is our common enemy.

## LONELY FIGHT AGAINST DEATH.

TRAGEDY OF NORTHERN CANADA.

A tragic story of an unsuccessful fight against death from scurvy has just been reported to the Manitoba Mounted Police. In August, 1919, A. O. Rinehart, of Duluth, left Le Pas, Manitoba, on a trapping expedition on barren lands 200 miles from the nearest trading post. His body was discovered last October by two trappers 500 miles north of Le Pas. In the shack where Rinehart had been bedridden was found a diary in which the man had kept a daily record of his struggle for life from November, 1919, till April, last, when he made an entry expressing the fervent hope that someone would come to his rescue. The diary shows that in order to prevent himself from taking his own life he had destroyed the mechanism of his revolver and rifle. He had moved his stove and utensils to the bedside, but was finally unable to cook, and died alone of cold, starvation and scurvy.

## GERMAN REPARATION CRISIS.

M. POINCARÉ URGES IMMEDIATE ACTION.

LONDON, May 2nd.

The Supreme Council met this morning at 10, Downing Street, and adjourned till this afternoon, as the report of the financial experts was not ready.

A Paris message says that the newspapers unanimously protest against sending another ultimatum to Germany. M. Poincaré, writing in *Le Matin*, expresses the opinion that there has been enough talk, and the Allies must now take guarantees. The least hesitation will endanger the future.

ALLIES' DIFFERENCES IN SUPREME COUNCIL.

LONDON, May 2nd.

At the afternoon meeting of the Supreme Council, the Belgian Foreign Minister, M. Jaspar, outlined a scheme with a view to reconciling the Allies' divergent ideas. The decision on the scheme was deferred, and the Council adjourned after an hour, until this morning, when it was to hear the new proposals, which, it is believed, the Allied experts will report on unanimously.

BELGIAN FOREIGN MINISTER'S COMPROMISE.

LONDON, May 2nd.

M. Briand, interviewed by Reuter's representative, expressed stupefaction and sadness at the British Press suggestions that France is bellicose, which, he said, is absolutely untrue. He recalled France's patience and endurance since the Armistice as an example of her pacific desires.

Subsequent to the Supreme Council's afternoon adjournment, the British Cabinet, at a meeting, decided to make a request that Mr. Jaspar's project be put into draft form. The drafting committee, consisting of Earl Curzon, M. Briand, Count Sforza, M. Jaspar, and Baron Hayashi, then met and sat for an hour and a half, and adjourned. The Supreme Council meeting was, consequently, deferred until mid-day tomorrow.

OPINION IN ALLIED DIPLOMATIC CIRCLES.

LONDON, May 2nd.

Reuter learns that, under M. Jaspar's plan, France will be permitted to continue preparations for the application of sanctions in view of Germany's failures to carry out the Treaty, but British public opinion favouring a brief period of grace will be simultaneously satisfied.

Mr. Lloyd George did not reject M. Jaspar's proposals, but was not willing to definitely answer until he had consulted his colleagues in the Cabinet, who would immediately meet.

It now seems that opinion in Allied diplomatic circles is trending in favour, firstly, of preparation and presentation of terms to the Germans; secondly, of immediate preparations for the enforcement, if Germany does not agree or does not provide guarantees; and, thirdly, of taking immediate steps for enforcement after the conclusion of a short-timed ultimatum.

FRENCH MOBILISATION BEGINS TO-DAY.

LONDON, May 2nd.

Despite the fact that unanimity is incomplete as regards methods at the Supreme Council, the discussions were marked by a lot of friendly banter, as for example, at one point Mr. Lloyd George told M. Briand that he was a master at fencing. "Ah," retorted M. Briand, "mon cher Lloyd George, if only shows I have been much in your company."

French mobilisation begins on May 3rd, and M. Briand declares that if, within eight days—namely, the time necessary for Germany to reply to Mr. Lloyd George's fresh ultimatum—and for the completion of French preparations—the Germans produce fresh proposals they will be considered, but Germany must accept unreservedly both the source and the methods of payment settled by the Reparations Commission.

Even then, German proposals would be considered only if guaranteed by securities giving satisfaction to Germany's creditors—namely, Allied supervision of the German Debt and Customs and a percentage on German industrial exploitation.

M. Briand dramatically concluded, "I have got my back to the wall. I cannot act otherwise."

In the meantime, it is understood that the French army will be absolutely ready to move within a fortnight.

WILL UNITED STATES TAKE A HAND?

LONDON, May 2nd.

It is suggested that Germany shall pay £100,000,000 annually, also a 25 per cent. tax on export. The latter method, however, is criticised, on the ground that British and other consumers would really be paying it.

It is declared that the Berlin Government is determined not to yield to the demands. It is said that the temper of the Germans is indicated by the Press, which is emphasising its protests against "the lies about German war guilt," but it is believed that this may largely be done preparatory to an eleven-hour climb down.

It is stated that behind Mr. Lloyd George's insistence for an ultimatum lies the hope that America yet may decide to take a hand in settling a problem, which, it is thought, cannot be settled without her.

It is reported that, yesterday, the Government heard unofficially from America that the Washington Government was contemplating a return to full co-operation with the Allies, including membership of the Reparations Commission. Hence, it seems that there are reasonable grounds for not prejudicing any possibility of such a reunion by French penalties, which might check any American impulse actively to re-enter the affairs of Europe.

## FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

## FRENCH INDO-CHINA FLEET.

FIRST SIEGHER BRINGS ARAB STALLIONS.

PARIS, April 20th.

The steamer *Indo-Chine*, the first unit of French Indo-China's Governmental fleet, left Marseilles for Saigon, with a general cargo, including the engines for the steamer *Albert Sarraut*, now in course of construction at Saigon as the second unit.

The *Indo-Chine* is to call at Beyrouth (Syria) to take a lot of the finest Arabian stallions, which the Government has bought for improving the Indo-Chinese breed of horses.—Havas.

## SPECIAL CHINESE ENVOY IN LONDON.

LONDON, May 2nd.

His Majesty the King, this morning, received Chu Chi-chien, at Buckingham Palace, who presented his Majesty with an autograph letter from the President of China, also several valuable gifts.

Chu Chi-chien was entertained to a luncheon by the Government at the Carlton Hotel, and visited the Houses of Parliament in the afternoon. He attended a reception at the Chinese Legation yesterday.

## FORCED TO PLACE ORDERS ABROAD.

Commenting on trade depression and foreign competition at the River, Bolt, and Nut Company meeting in Glasgow, recently, Sir John Hunter said: "The company had depended entirely upon home manufacturers for raw material. Their works would have closed down long ago. Prices were too high, and should have been reduced earlier. Only a few months ago the company could not deliver of certain raw material from home makers, because the men in rolling mills could earn more by rolling heavier material. As a result the company was forced to place orders with America and the Continent, despite free import of rivets and bolts by foreigners into this country. The company would fear no foreign competition if raw material became obtainable at cheaper and more reasonable rates."

## SHANGHAI SPRING RACE MEETING.

FIRST DAY'S RESULTS.

The results of the Shanghai Spring Race Meeting are given below. The times indicate heavy going:—

## FIRST RACE.

Shenkoland ..... (Mr. Burkill) 1  
The Hawk ..... (Mr. Hill) 2  
Marlow ..... (Mr. Springfield) 3  
Time: 2mins. 12.5secs.

## SECOND RACE.

Blazing Corn ..... (Mr. John Johnston) 1  
Silver Idol ..... (Mr. Burkill) 2  
Le Lunatique ..... (Mr. Knoll) 3  
Time: 1min. 37secs.

## THIRD RACE.

Silver Streak ..... (Mr. Johnston) 1  
Rio Negro ..... (Mr. Springfield) 2  
San Juan ..... (Mr. Crokam) 3  
Time: 2mins. 52.5secs.

## FOURTH RACE.

Kempston ..... (Mr. Dalgarno) 1  
Tommylad ..... (Mr. Harper) 2  
Halfmoonbay ..... (Mr. Johnston) 3  
Time: 2mins. 18.5secs.

## FIFTH RACE.

Djenmah ..... (Mr. Caarten) 1  
Liability ..... (Mr. Hine) 2  
Seigns ..... (Mr. Wingrove) 3  
Time: 2mins. 55.1secs.

## SIXTH RACE.

Victoria ..... (Mr. Bauld) 1  
The Dancing Bird ..... (Mr. Brand) 2  
The Heron ..... (Mr. Hill) 3  
Time: 1min. 1.2secs.

## SEVENTH RACE.

The Curlew ..... (Mr. Hill) 1  
The Ajax ..... (Mr. Knoll) 2  
Golden Knob ..... (Mr. Bremner) 3  
Time: 4mins. 7.2secs.

## EIGHTH RACE.

Golden Rod ..... (Mr. Dallas) 1  
The Copper Bird ..... (Mr. Brand) 2  
The Kingfisher ..... (Mr. Hill) 3  
Time: 2mins. 55.1secs.

## AS IT IS NOW IN VIENNA.

[BY PROF. CARL BROCKHAUSEN, OF THE UNIVERSITY OF VIENNA.]

One evening, a short time ago, an old friend of mine from America paid an unexpected visit to our quiet home in Vienna. We were not able to give him dinner, for we had nothing to offer him, but we chatted pleasantly over a pot of tea far into the night. On leaving, he gave our maid-servant a couple of notes, which she, good soul, brought at once to my wife, feeling sure either that the stranger had robbed himself by mistake or that he did not as yet know the value of our money. He had given her the sum of just two hundred crowns.

## SERVANT'S PAY.

Next day I looked up my friend and asked him to come to my home. But when I offered to give him back his money he laughed at me, saying: "Why, the equivalent of that in dollars is less than I should have given at home to any domestic help who had to wait up till midnight on my account." I was quite taken aback. "It is exactly twice the amount of her wages for a month," I exclaimed. "Moreover, it is about half the monthly salary of a fully qualified assistant in the university. This kind of thing upsets the whole basis of our daily existence."

I was reminded by this incident of that happier time when we Austrians, too, enjoyed the benefits of a favourable exchange abroad. Once in Athens, in the Easter of 1908, four of us hired a vehicle in the town, and drove about for half a day viewing the scattered statues and monuments; at the end of our excursion the driver demanded one drachma as his fare. The Greek drachma in those days was valued at a little above half an Austrian crown; so, at this calculation, the drive cost each of us the price of a tramway ticket in Vienna. We tipped the coachman another drachma, whereupon an Athenian who was with us remarked to me: "You foreigners make living impossible for us!" The thoughts of men under the same circumstances are apt to be as alike as a row of peas in a pod.

## THE OTHER SIDE.

Now, that is the lighter side of the matter. But there is another, very different one. My American friend wrote home to describe his experiences of life in Vienna. He had come to Austria for the very reason that he wished to gather his own impressions, to see things with his own eyes, and to be able to form his own opinion. "Everything one could wish for is to be had in Vienna," he wrote. "My advice to Vienna was—help yourselves. But they did not seem to understand me."

As a Viennese I should like to add one fact as my contribution to this description made by my American friend. I happen to live near a large hospital. More than once I have seen a respectfully dressed man dragging his way towards the gray walls, only to succumb before reaching his goal. The first time I noticed this I thought the man was drunk, but no, he had fallen, overcome by sheer exhaustion and weakness.

Thus even one's own eyes may prove to be but false witnesses.

I know of no method by which an aristocratic nation like England can become a democracy.—Mr. Rogers-Bellor.

## LABOUR CONDITIONS IN THE U.S.A.

THE ULTIMATE TEST.

(Special to "The Hongkong Daily Press.")

[BY FRANK H. SIMMONDS.]

WASHINGTON, March 31st.

Precipitated by a concerted effort of the railroads of the country, the United States is now to undergo an ultimate test as to its capacity to readjust its economic conditions without an open labour fight. If through Government co-operation and mutual reasonableness on the side of labour and capital the inevitable reduction of wages and readjustment of labour conditions can be had, proof of the stability of our economic condition, in the midst of all the world disorder, will be supplied.

The necessity for the readjustment is too obvious to need discussion. In January of the present year the railroads of the country expended more than \$1,000,000 more than they earned. Of this vast expenditure upwards of 70 per cent. in some cases, and not less than 80 in any, is represented by wages. All possibility of redressing the balance by a further increase of rates is out of the question because, as recent results have demonstrated, the rates are already so high as to discourage rather than invite traffic and, as a consequence of general world depression, traffic has been and still is declining.

The single remedy that is available, then, in the minds of the executives of our great railways, is drastic cutting of the costs in wages, accompanied, also, by a sweeping reduction in the numbers employed. The programme carries with it the necessity for Government supervision and permission, but in the last analysis the power and the decision will rest with the railways, given the character of the new Administration which has so recently taken office.

This Administration is beyond all else a "big business" administration. It has come to power on a platform which rejected the whole idea of Government ownership of railways and all similar enterprises. It is committed to the capitalist conception and it is dominated by those men who, in industry and in politics, alike, represent the most conservative ideas, and, in our phrase, are described as "reactionary."

It is more than a coincidence, too, that in the first weeks of Mr. Harding's tenure of the White House the whole problem of the railways should thus be raised. To be sure it is only one of several problems. We have at the moment an even more acute discussion of the question of the pay of packers, which affects another very large industry, also suffering from the prolongation of war conditions in a time of alleged peace. The truth is that business in the United States has waited upon the return of the Republican Party to begin the gigantic task of readjustment, with the deflation of wages as the first detail. It is justly reckoned that it will have the full support of the Administration, the sympathy of the men who will make the policies and write the laws for the next two years at least. And it is preparing to give battle all along the line at a moment when it is strongest and labour necessarily weakest.

It is manifest that one of the possibilities of the situation is a vast nationwide strike on all the transportation companies of the country. The skilled, unskilled, and semi-skilled labour of the railways is very highly organized, a condition rather rare in a nation. It could, the power is undeniable, wage a battle with some fair chance of victory. But in the proposed reduction of wages it is the unskilled rather than the skilled workers whose pay is to be attacked. Moreover, our railway employees are about the most conservative element in our working population.

As always, the decisive element must be popular sentiment, and it cannot be denied that popular sentiment in the United States at the present moment would be bitterly hostile to any such disturbance as would come with a railway strike. The whole country is feeling the effects of the general world slackening of industry and trade, but it is still clinging to the notion that the end is in sight and that prosperity will come shortly, if no new disturbing factor intervenes.

I am constantly receiving from British editors requests for a discussion of the labour and industrial conditions in the United States, and a description of the remedial measures which are being taken to meet the crisis. But the fact is that the situation has not yet in this country called forth any concerted action, it has not forced itself with sufficient disagreeableness upon the country to force action. We have no system of unemployment pay, we have a remarkable capacity for absorbing the unemployed on our farms, and, despite general comment and a measure of apprehension, the country has pursued a policy of "wait and see" with respect to unemployment.

The action of the packers and of the railway executives represents the first calculated effort of deflation, although, following long idleness, textile mills are beginning to operate with a drastic reduction of wages. Of acute suffering, as makes political capital and compels political action both nationally and in local legislatures and councils there has been surprisingly little, and after a mild winter we are now enjoying a phenomenally early spring. In point of fact the situation has only just ripened to the point where action on the part of employers has been necessary, and reluctant, but enforced, assent by the employees has become at least likely.

It would be difficult to exaggerate the conservatism of the present mood in the United States, which bodes ill for any element seeking to provoke an industrial war. Russian Bolshevism has become for this nation a sort of nightmare, a hobgoblin, whose shadow arouses the profoundest apprehension. The progress of disorder in certain portions of Europe has become a democracy.—Mr. Rogers-Bellor.

(Continued at foot of next column.)

## MILITARY EXPENDITURE IN INDIA.

AN INVESTIGATING COMMITTEE.

Speaking in the Commons on the subject of military expenditure in India Mr. Montagu stated that while it was obviously desirable to secure reduction in military expenditure in India as elsewhere it could only be achieved if compatible with the internal and external security of India. It therefore, appeared desirable that an investigation sub-committee of imperial defence should take into consideration improvement in equipment, mobility and general efficiency. The Government of India had announced that a committee was being appointed of the Viceroy's Council to prepare material to submit to the committee of imperial defence.

Sir W. Joynson Hicks Will General Monro be added to the sub-committee?

Mr. Montagu replied that he could not conceive that the inquiry would proceed far without availing itself of the opinion of the gallant soldier to whom India owed so much.

Sir W. Joynson Hicks: Will the committee of imperial defence be empowered to suggest to the Government of India, if they see fit, that alterations already made in the Indian army should be cancelled?

Mr. Montagu replied: Certainly. Replying to Col. Yate Mr. Montagu said that the best evidence of the determination of the Legislative Assembly to provide for the defence of India, was the alacrity with which they had passed very heavy budget provisions for the army.

## £3,500 A YEAR.

HIGHER HOME SERVICE SALARIES.

The Committee appointed to advise as to the salaries of the principal posts in the Civil Service recommends that the salary of the permanent heads of the 21 principal departments should be raised to £3,000 a year. This figure, the report says, cannot be challenged either on the merits of the case or on any comparative basis. It is assumed that the payment of the war bonus of £500 a year will be continued.

At present the normal salary of the heads of these departments is £2,000 a year with a war bonus of £500. The Secretary of the Treasury receives in addition a further £500 to mark his position as permanent head of the Civil Service. The present Permanent Under-Secretary at the Foreign Office receives £500 a year more than the other heads of departments, and the Commissioner of Metropolitan Police is on a scale of £3,000, rising to £2,500, apart from bonus. Unless, the report says, it is to be assumed that these posts are of greater importance and responsibility than other first-class departmental headships, presumably on any salary revision of general application the differentiation should cease. The permanent head of the Ministry of Transport (whose salary is given as £4,750) is apparently regarded as *ex genere*. The report is signed by Mr. Asquith, Sir J. P. Maclay, and Lord Colwyn.

has reacted to stimulate conservatism even in American quarters, where mild radicalism has in the past been moderately popular.

Thus the railroads begin their great campaign at a propitious moment. There is a pretty wide feeling that the wages, particularly of the unskilled, are too high and that the main task of the employers is correct. Popular sentiment would certainly resent extreme demands on the part of the employees to retain the high rates of pay of the war period. We have had enough disturbance in recent months to demonstrate that the period of high wages is over, and sympathy for a nation-wide strike now would be inconceivable.

Unless all signs fail, the present *entente* between business and politics, between our captains of industry and our leaders in Government, will have as its end result a power to bring about a drastic readjustment in all wages with a minimum of labour resistance and no general disturbance of business. The thing is likely to be done with comparative swiftness and with a maximum of firmness; the single chance of failure, bringing with it actual trouble, must be found in the possibility that too sweeping reductions will be attempted in too arrogant a spirit. Failing this, the transformation should be swift and complete.

The greatest difficulty that exists in presenting American labour conditions to a European reading public lies in the fact that, despite the incidental dislocations, there is nothing yet in the United States which suggests even remotely British, much less Continental, circumstances. Business is bad, but it is not yet as bad as it has been many times when the cause was to be sought, as in 1907, in the ordinary reasons of finance, unimpaired by war. We are having hard times, but in none in the past quarter of a century we have had so hard a time. In Washington, for example, there is not the remotest circumstance which would suggest even the smallest measure of suffering. In various industrial cities the conditions are different, but the contrast with European conditions is still enormous.

And because our labour is pretty ineffectively organized, and public sentiment is overwhelmingly against labour disorders, there is the greatest probability that war wages and war prices will be rather drastically deflated in the next few months, with only a minimum of disturbance. At least this is the present prospect, by no means controverted by the manner in which the whole country received the news of the impending operation in the railroad world.

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### FREEMASONRY.

#### THE "WOMAN" AND OTHER QUESTIONS.

From *The Times* of the 24th ult.:—At the quarterly meeting of the United Grand Lodge of Freemasons last evening, Lord Amptill, the Pro-Grand Master, presiding, the Duke of Connaught was unanimously re-elected Grand Master.

One matter which came up for discussion was the "woman" question. It is well-known in Masonic circles that there are now established several Lodges, regarded by the Grand Lodge of England as clandestine where women, as well as men, are initiated and permitted to become members. A petition was received bearing four signatures, two of women, on behalf of the "Honourable Fraternity of Ancient Masonry" asking for recognition. In this instance, the Grand Secretary wrote that it was impossible to recommend to the Grand Lodge the prayer of the petition; and that it would continue to exercise its disciplinary powers towards any member working under the English jurisdiction who violated his obligation by being present at, or assisting in, assemblies professing to be Masonic which were attended by women.

The action of the Grand Lodge officers was approved after an amendment to refer the report back had received only two supporters.

A question affecting vitally the landmarks of Freemasonry was referred to: A letter had been received from the Grand Orient of the Netherlands asking that the Grand Lodge of England might be represented at an International Congress of Freemasons of lodges of all countries to be held at Geneva. A reply was sent that it was impossible for the Grand Lodge of England to participate in a Masonic gathering where other lodges might be represented where the question of a belief in a Supreme Being was regarded as an open question and where there was no obligatory recognition of a "Volume of the Sacred Law," and the letter stated:—"We shall continue to forbid the introduction of political discussion into our lodges."

### LIFE-JUICE IN THE CRUET. VITAL SUBSTANCES IN LIQUID FORM.

Life cells in bottled form for daily consumption will have a regular place on dining tables, with the salt, pepper, and other condiments, as soon as chemists are able to devise a way of bottling vitamine substances, which have just been detected and isolated by Dr. H. B. Cox, the inventor of the dry battery and many other contrivances. Dr. Cox announced in a lecture on March 30th, writes the *Daily Express* New York correspondent, that he had isolated the vitamine cells from yeast, and then proceeded to experiment with vegetables and fruits, from which he likewise isolated the vitamines.

It is explained that vitamines, which have recently been arousing the greatest interest in scientific circles, prevent malnutrition and keep life working at efficiency point. Up to the present, investigators, while knowing of the presence of vitamine cells in vegetables and fruits, have been unable to extract them. Dr. Cox obtained vitamine properties in liquid and crystal form. He distributed half-thimblefuls of liquid vitamines to persons attending his lecture. They said that it tasted like wine mingled with roasted almonds and walnuts.

THROWN AWAY.

Under present conditions of cooking vegetables, says Dr. Cox, the greater part of the vitamines is thrown away with the water drained from the vegetables. He adds:—"The problem is how to get the living vegetable and fruit properties to the table. If we can extract the vitamines from the prodigious quantities in fruits and vegetables, wasted yearly, we should solve the problem. The extract could be used like a condiment, adding one spoonful of vitamines to a plateful of food, which would be all that was needed for a single meal."

"Application in this form, of course, must be determined by co-operation between dietetic experts and members of the medical profession, but it is the only way to enable people to get the vitamine properties of food with certainty. The vegetables we now consume are largely dead, without vitamines. The only fit vegetable to eat is the living vegetable."

### ENGLAND'S INCHES.

#### BECOMING AN A1 NATION OF SIX-FOOTERS.

In an article in the *Daily News* Canon Horsley has suggested that a comparison of the weights of the University crews for the last 30 years would probably prove that a certain section of the community at any rate is showing a considerable physical development.

The Canon's surmise is strikingly supported by the facts, as the following table of average weights will show:—

|      | Oxford. | Cambridge. |
|------|---------|------------|
| 1880 | 11.13   | 11.17      |
| 1890 | 12.1    | 12.1       |
| 1900 | 12.4    | 12.4       |
| 1910 | 12.8    | 12.4       |
| 1921 | 12.10   | 12.11      |

Medical opinion also bears out his contention, that the children of the professional and comfortable classes are growing taller. A doctor who interests himself in the health of school children told the *Daily News* that there was quite a perceptible increase in height among the sons and daughters of well-to-do people. He attributed it to the process of selection rather than to the environment of the children. Englishmen of the professional classes, he declared, were choosing taller wives.

Man is naturally a lazy animal.—Lord Salisbury.

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**THE SANCTIONS.**

A DANGEROUS POSITION.

[BY LIEUT. COLONEL REFINOTON.]

COLOGNE, March 15th.

The so-called sanctions, approved by the London Conference last week, appeared to most of the authorities with whom I discussed the matter in Paris to be merely futile. Here they appeared to be dangerous besides.

On the military side there is little to be said. The operation has been carried out in perfect order and without incident. It can be granted to be a warning to the Germans that the Allies are in earnest. It has been accepted by the Germans with calmness, and all is peace. But it appears to have had no effect at all upon the resolutions of the German Government, and to have brought the payment of reparations no nearer. We have sent two squadrons of the 14th Hussars and four tanks to Düsseldorf to co-operate with the French. Out of our little garrison in the Cologne area some four battalions under Colonel Wauchope have left for Upper Silesia. Four others remain here. The battalions are weak. With a million or so of Germans to control in our Cologne area, and with the probable results of the economic sanctions in view, we may either have to reinforce our troops here soon or to accept the presence of Allied troops in our area. The latter alternative is not favourably regarded by those who are proud of the success of our administration at Cologne, and it may have some political disadvantages.

As for the economic sanctions, it is necessary to distinguish. Mr. Lloyd George's plan of deducting 50 per cent. of the price of German goods sent to the United Kingdom would not be a bad plan for recovering some of the money due to us were it adopted by agreement with the German Government, or were this Government to decide to reimburse their nationals without an agreement. But, so far, neither event has happened, and if there be no change, the only result can be that German contracts will be cancelled, and that we shall not only be no better off than before, but poorer for the loss of a considerable volume of import and export trade.

**THE CUSTOMS BARRIER.**

The other economic sanction, namely, the establishment of a Customs line east of the Rhineland, is the reverse of attractive to those who will have to enforce it here, and nothing but economic chaos is expected from it. From the Dutch to the Swiss frontier is, I suppose, some 350 miles, and the creation of a chain of posts to control this trade is a serious affair without German co-operation. It is proposed, I believe, to transfer part of the German customs personnel from the west to the east of the Rhineland, and to set it to work under Allied supervision; but it will be a heavy administrative task, and will cost a good deal of money, even if it can be carried out.

What will it bring in? No one cares to suggest a figure, which will naturally depend on the tariff. This is now under the consideration of the Rhineland High Commission, which has to adjudicate with the knowledge that if the tariff is low it may do little more than pay the cost of administration, and that, if it be high, it may injure, if not kill, the Rhineland trade, cause widespread unemployment, lead to the rise of prices and the cost of living, and disturb the peace which has hitherto reigned in this fair land.

Everybody here knows that the raw materials for the Rhineland industries come in the main from unoccupied Germany, and much of the food from the same quarter. The finished article from the Rhineland passes back in the main again, into Germany, and all tariffs which affect this incoming and outgoing trade hit the Rhineland very severely. The German Labour leaders here are counselling Labour to keep calm and await events. Traders are more anxious. There are reports of many articles being rushed out of the Rhineland to escape the tariffs, and of the cancelling of contracts for incoming raw materials. It was only yesterday that a large firm of employers in a textile trade foresaw and warned us that he might have to dismiss 25,000 men.

**ANXIOUS PROSPECT.**

So far as I can ascertain, no member of the High Commission was called to London to give advice before this Customs barrier was decided upon. I doubt whether any one of them can regard the prospect without the greatest anxiety. The effect of the operation will depend, of course, to a large extent upon the tariffs themselves, but there is also this to be said, that almost any tariffs will deflect trade from the Rhineland, and cause us serious difficulties with the unemployed. Were our occupation to extend to the whole of the Ruhr valley we might have some fifteen million souls on our hands for whom we should have to find food or raw materials, and a very little ill-will on the German side or the new Customs line would make the situation difficult indeed. In short, the economic sanctions promise to land us in difficulties without end, and there is so far no colourable pretext for the belief that they will give good financial results or chasten the spirits of the German Government.

After visiting all the towns newly occupied and conversing with the commanders and others, I am particularly impressed with the situation at Ruhrort, where the Belgians have claimed and have been assigned the command, and where they are in occupation, aided by a French detachment. Ruhrort is a town seldom visited by those not concerned with its trade. It stretches over a large area, but its most distinguishing characteristic is that it is the Rhine port for the Westphalian coal trade, and that it possesses some twenty miles of quays and basins and a vast fleet of coal barges and steamers, which crowd all the available quays, sometimes lying ten deep,

so crowded are they. By the Rhine the coal passes to all the markets of Europe, by river, rail, and canal. From one-half to two-thirds the entire coal product of Germany passes to its markets by this route, and it may be said that the Allies, in occupying Ruhrort and the neighbouring Duisburg, have in effect laid their hand on the economic heart of Germany.

**GERMANY'S "BLACK COUNTRY."**

No one who has not visited this area and is not intimately acquainted with it in every detail, should attempt to lay down a plan to control its trade. That it is extraordinarily rich is obvious at the first glance, but we are here in the German Black Country, where there is an interminable series of manufacturing towns stretching for mile after mile, and there is, above all, this huge coal trade which, if hampered and deflected from its present channels, may bring about an economic catastrophe. The wealth of this area cannot be disputed, but all the delicate machinery connected with it is interdependent, and it will need the most profound study before it can be profitably used and taxed for the purposes of Allied finance. The Rhineland problem is one thing. Ruhrort and the adjacent towns are another, and I can only suggest that nothing should be settled regarding it until all the results of a Customs barrier have been weighed by competent men and reported by them personally to the Supreme Council.

At present all is quiet. The nominal occupation of this area by comparatively diminutive forces has not disturbed to any appreciable extent the ordinary life of the hive of human bees within it. No one knows what future sanctions may be applied here, and, therefore, all await events, but there is much anxiety. All this immense industrial area draws its raw materials—and, to a great extent, its food—from outside sources, mainly German, and it is appalling to contemplate the irretrievable damage that may be done by hasty sanctions hastily employed. One may indeed discount a good deal the cries of the employers and industries magnates, who naturally do not wish their interests to be touched, but one cannot ignore them, for they may have the power, by ordering a lock-out or otherwise alarming the workmen, to cause an infinity of trouble. It certainly appears to many people here, rightly or wrongly, that the economic sanctions, with regard both to the Rhineland and the coal trade, have been initiated with extraordinary levity and ignorance; but, on the other hand, until a tariff is actually imposed no irretrievable harm has been done, and as the Rhineland High Commission is the most competent authority on the Allied side, it should be consulted upon all future steps, and should be given the sole charge of controlling any future Customs line.

**DEFIANT GERMANY.**

The most serious feature of the position in which the Allies have placed themselves is the attitude of the present German Government. At some date between September and November of last year a new spirit was apparent in the councils of Berlin. At what precise date, and for what precise cause, the change came about I have not yet been able to discover. Some think that the Germans had reason to expect that when sanctions were applied we should not march with the French. Whatever the cause, the Germans hardened against the Allied claims, and even the Inter-Allied Military Commission of Control found its orders flouted or not executed. The list of complaints of the Allies for non-fulfilment of German engagements would be a long one were everything set down. The speeches of Dr. Simons and others before the Conference showed the way the wind was blowing.

In these circumstances the Allies must reconsider their position and weigh very carefully not only the tariffs to be introduced on the Rhine and the methods of recovering them, but also other methods of constraint should the present sanctions fail in their purpose. When they have fully made up their minds on these matters they should summon the German Government to a fresh Conference and make it clear to them that the moment for huckstering is past and that, failing the fulfilment of German engagements under the Treaty of Versailles, a more effective form of coercion will be applied. —Daily Telegraph.

**TIREITZ ON BATTLESHIPS.**

The late Lord Fisher wrote on one occasion that von Tirpitz and himself really did know something about naval war. This tribute lends an additional interest to the views of the German Grand-Admiral upon the problem of the big ships versus the submarine which he has been communicating to a Berlin newspaper. He is frankly pro-battleship, and very lucidly explains why. "The war," he declares, "was won so far as the sea was concerned, by the English ships of the line. Then came the submarine war, which England was to feel against her own person. She was unprepared against it, and, in fact, could not have been prepared, since science had produced a vessel of any fighting value only immediately before the war broke out." This is an interesting point which we do not think has been sufficiently realized during the controversy upon the subject. The Grand-Admiral thinks that the submarine will never be more than "an important addition" to a fleet. The constructors of surface ships, he maintains, had not paid sufficient attention to the need for underwater protection, but dwell upon the progress since made in this direction. "So long as the surface ship can do more than the submarine," he says, "it will continue to hold its position as a ship of war." As to the part that aircraft are destined to play, he argues himself into such a state of uncertainty that he arrives at the conclusion "to reserve his opinion." —Naval and Military Gazette.

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|--------------------------------|-------------|--------|---------|--------|
| STRAITS & CALCUTTA             | "YATSHING"  | Tues.  | 3rd May | Noon   |
| HAIPHONG via HOIHOW            | "LOKSANG"   | Wed.   | 4th May | 9 a.m. |
| SHANGHAI & TIENTSIN via SWATOW | "CHOYSHANG" | Thurs. | 5th May | Dlight |
| MANILA                         | "CHOYSHING" | Fri.   | 6th May | Dlight |
| SHANGHAI via SWATOW            | "YUENSANG"  | Fri.   | 6th May | 1 p.m. |
|                                | "HANGSANG"  | Sun.   | 8th May | Dlight |

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "YATSHING" will be despatched on or about Tuesday, May 3rd, at Noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS

Telephone No. 212.

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**

| Vessel          | Due Hongkong |
|-----------------|--------------|
| S.S. "GLENLYLE" | 9th May      |
| S.S. "GLENGLIE" | 15th May     |

**HOMEWARDS.**

| Vessel           | Leaves Hongkong | Discharges                 |
|------------------|-----------------|----------------------------|
| S.S. "GLENIFFER" | about 28th May  | GENOA, LONDON & ROTTERDAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**

Tel. No. 41 sub. 5 or 22 and 2896.

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Cable Address

Kawakisen, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Kankanshi

2254 5225.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

**NEW CARGO STEAMERS**

ALWAYS READY FOR

**CHARTERS of all descriptions.**

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each. (Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

**KAWASAKI KISEN KAISHA**

No. 6, Bunko, Kobe.







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO., LTD.  
JAPAN, CHINA & STRAITS.TO  
UNITED KINGDOM & CONTINENT.LONDON, ROTTERDAM & HAMBURG  
s.s. "KASENGA" ... 6th May.  
LONDON, ROTTERDAM & HAMBURG  
s.s. "KATUNA" ... 25th May.

Subject to change without notice

For particulars of sailings shippers are requested to apply  
to the undersigned.  
THE BANK LINE, LTD.  
or to REISS & CO., CANTON. General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE  
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.  
ANDAMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK s.s. "KNIGHT COMPANION" ... 18th May.  
— do — s.s. "CITY OF SHANGHAI" ... 25th June.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
HONGKONG AND CANTON. REISS & CO., CANTON.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| For                    | Steamer    | To Sail             |
|------------------------|------------|---------------------|
| SWATOW and BANGKOK     | "KANGHONG" | On 3rd May, 10 A.M. |
| AMOI, SHANGHAI & PUKOW | "SINKHANG" | On 3rd May, Noon.   |
| SHANGHAI               | "SINKHANG" | On 6th May, Noon.   |
| SHANGHAI & TSINGTAO    | "YINGCHOW" | On 7th May, 4 P.M.  |
| HOIHOW, PAKHOI & PHONG | "KAIFONG"  | On 8th May, 10 A.M. |
| AMOI, SHANGHAI & PUKOW | "SHANTUNG" | On 10th May, Noon.  |

SHANGHAI LINE—PASSENGER, MAILS AND CARGO.  
Excellent Saloon accommodation. Antiships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

| HAILED    | By                  | Day     | Time                  |
|-----------|---------------------|---------|-----------------------|
| "HAILONG" | Capt. W. Cooper     | TUESDAY | May, 3rd, at 12 Noon  |
| "HAILONG" | Capt. W. G. Pasmore | FRIDAY  | May, 6th, at 12 Noon  |
| "HAILONG" | Capt. A. B. Rogers  | TUESDAY | May, 10th, at 12 Noon |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.      | Tons  | From Hongkong (about) | Destination                 |
|-----------|-------|-----------------------|-----------------------------|
| "DILWARA" | 5,378 | 10th May              | Singapore, Colombo & Bombay |
| "NAGOVA"  | 7,000 | 13th May              | Marselles, London & Antwerp |
| "PLASSY"  | 7,348 | 11th June             | do                          |
| "DELTA"   | 8,000 | 25th June             | do                          |
| "SYRIA"   | 7,000 | 22nd July             | do                          |
| "KALYAN"  | 9,000 | 5th Aug.              | do                          |

BRITISH INDIA APCAR SAILINGS (South)

| S.S.     | Tons  | From Hongkong (about) | Destination                             |
|----------|-------|-----------------------|-----------------------------------------|
| "TAKADA" | 7,000 | 9th May               | Calcutta via Singapore, Pango & Rangoon |

EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S.S.                         | Tons  | From Hongkong (about) | Destination               |
|------------------------------|-------|-----------------------|---------------------------|
| "KASOWNA"                    | 7,000 | 6th May               | Sandakan, Thursday Island |
| "ST. ALBANS"                 | 7,000 | 25th May              | Townsville, Brisbane      |
| "Calla Hillo omits Sandakan" |       |                       | Sydney & Melbourne        |

SAILINGS TO SHANGHAI &amp; JAPAN

| S.S.            | Tons  | From Hongkong (about) | Destination        |
|-----------------|-------|-----------------------|--------------------|
| "ST. ALBANS"    | 6,000 | 7th May               | Japan direct       |
| "ARRATON APCAR" | 4,500 | 11th May              | Japan via Shanghai |
| "PLASSY"        | 7,348 | 25th May              | Shanghai only.     |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MAKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular monthly services.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Japan, taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

NEW YORK via SUEZ—Regular monthly service via Japan, Ports, San Francisco, Panama and Colon.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW &amp; AMOI—Thursday, 16th May.

For sailing dates and further particulars please apply to—Y. YASUDA, Manager, No. 1 Queen's Building.

Tel. Nos. 744 &amp; 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer: Arr. Hongkong from Australia; Dep. Hongkong for Australia.

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand &amp; Transvaal Ports.

For freight and passage apply to—BUTTERFIELD &amp; SWIRE, Agents.



Operating the following U.S. Shipper Board Steamers

PASSENGER AND FREIGHT SERVICE.

S.S. "WENATCHEE" For MANILA ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).  
From Hongkong  
Arrive Seattle  
May 21st  
June 3rd  
July 10th  
July 23rd  
Aug 18th  
Sept 18th

S.S. "CROSSEY" Freight only April 19th

S.S. "WENATCHEE" Freight only May 14th

S.S. "EDMORE" Freight only May 31st

S.S. "EDMORE" Freight only June 14th

S.S. "WENATCHEE" Freight only July 25th

S.S. "KEYSTONE STATE" Freight only Aug 3rd

S.S. "ABERCOSS" Freight only Sailing May 23rd

For PORTLAND DIRECT

(Calling Kobe & Yokohama).  
S.S. "MONTAGUE" Freight only April 29th  
S.S. "ABERCOSS" Freight only June 21stThrough Bills of Lading issued to Overland Commerce points.  
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To &amp; From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS.

LAKE FARBAR ... May 2nd

LAKE ONAWA ... May 18th

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th FLOOR, HOTEL MANSIONS BUILDING.  
[Tel. Add.: ADMIRALINE. Telephones 2477 & 2478]

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WYTHAM" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC.

THE ADMIRAL LINE.

TELEPHONE

2477 &amp; 2478.

AGENTS.

5th Floor

HOTEL MANSIONS

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## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER &amp; DISPLACEMENT SAILING DATE

SHANGHAI KOBE &amp; YOKOHAMA ... "PAUL LECAT" ... 10,000 ... On or about 1st June.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUEZ ... "AMAZON" ... 11,000 ... On or about 10th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,

Acting Agent,  
Queen's Building.

Telephone 740

## CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage, apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Tel. 2307.

113, Connaught Road, Central.



